



MINUTES
BOARD OF COMMISSIONERS

• COMMISSION GOVERNMENT •

N



NEWARK A CITY OF IN-
DUSTRY AND PROGRESS



APRIL, 1918

BOARD OF COMMISSIONERS NEWARK, N. J.



ALEXANDER ARCHIBALD
DIRECTOR OF REVENUE AND FINANCE



THOMAS L. RAYMOND
DIRECTOR OF STREETS & PUBLIC IMPROVEMENTS



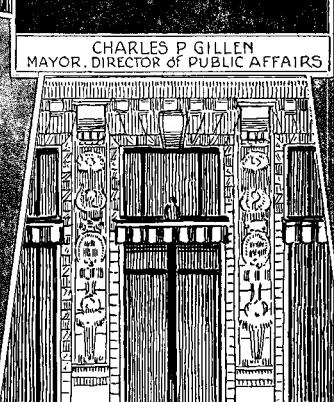
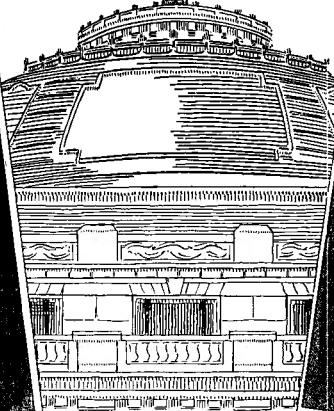
CHARLES P. GILLEN
MAYOR, DIRECTOR OF PUBLIC AFFAIRS



JOHN F. MONAHAN
DIRECTOR OF PARKS & PUBLIC PROPERTY



WILLIAM J. BRENNAN
DIRECTOR OF PUBLIC SAFETY



MINUTES OF MEETINGS
OF THE
Board of Commissioners
OF NEWARK, N. J.

MONTH OF APRIL, 1918

COMMISSIONERS

CHARLES P. GILLEN, Mayor
ALEXANDER ARCHIBALD
THOMAS L. RAYMOND
WILLIAM J. BRENNAN
JOHN F. MONAHAN

CITY CLERK

WILLIAM J. EGAN

NEWARK CITY GOVERNMENT

Department of Public Affairs

HON. CHARLES P. GILLEN, Mayor

BOARD OF HEALTH
CITY HOSPITAL
FREE PUBLIC LIBRARY
CITY PLAY GROUNDS
PUBLIC BATHS
CITY HOME
ALMS HOUSE
RELIEF OF POOR
EMPLOYMENT BUREAU

Department of Public Safety

HON. WILLIAM J. BRENNAN

POLICE
FIRE
EXCISE
BUILDING
ALL LICENSES
Except Jitneys

Department of Parks and Public Property

HON. JOHN F. MONAHAN

CENTRE MARKET
PUBLIC PARKS
SHADE TREE
SMOKE ABATEMENT
CITY PLANNING
CITY ZONING
WEIGHTS AND MEASURES
DOG POUND
ALL PUBLIC BUILDINGS
Except Those Owned in
Name of Water Dept.
PRINTING AND STATIONERY
DEPT.

Department of Streets and Public Improvements

HON. THOMAS L. RAYMOND

STREETS
WATER
SEWER
GARBAGE
LIGHTING
PORT NEWARK TERMINAL
INSPECTION OF GAS METERS
JITNEYS

Department of Revenue and Finance

HON. ALEXANDER ARCHIBALD

COMPTROLLER
CITY TREASURER
AUDITOR OF ACCOUNTS
TAX RECEIVER
TAX BOARD
ASSESSMENTS
SINKING FUND
INSURANCE FUND
MARTIN ACT DEPT.

MINUTES OF MEETINGS
OF THE
Board of Commissioners

APRIL, 1918

Newark, N. J.,
April 4th, 1918.

A regular meeting of the Board of Commissioners of Newark, N. J., was held on the above date in the Council Chamber, Newark, at 11 o'clock a. m.

Present — Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Absent — Commissioner Raymond.

The minutes of the meeting of March 28th, 1918, were read and approved.

At 11:30 a. m. Mayor Gillen announced that bids would be received for asphaltic cement, fuel oil and non-asphaltic road oil for the Repair Division of the Bureau of Streets, as advertised for, until 11:45.

Commissioner Archibald offered the following resolutions:

RESOLVED, that the sum of Eight hundred thirty-two dollars and forty cents (\$832.40) be and the same is hereby appropriated to the City Treasurer as per annexed certified list, being the weekly payroll of the Department of Parks and Public Property for week ending March 30, 1918, as follows:

Shade Tree \$832.40
A. Archibald,
William J. Brennan,
John F. Monahan,
Charles P. Gillen.

The roll being called, the resolution was declared adopted by the following votes:

Yea — Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

RESOLVED, that the sum of Thiry-six thousand two hundred and sixty-four dollars and forty-six cents (\$36,264.46) be and the same is hereby appropriated to the persons named on annexed certified list, being the bills and claims of the Department of Parks and Public Property as follows:

Public Buildings — City	
Hall Maintenance	\$ 5,269.49
Centre Market	883.54
Weights and Measures.....	94.25
Printing and Stationery....	4,656.15
Miscellaneous Advertising	
—Employment Bureau..	128.23
Miscellaneous Advertising	336.34
Street Improvements Ad-	
—vertising	220.50
Poor and Alms Advertis-	
—ing	29.12
Public Safety Advertising	10.14
Director's Office	32.15
Maintenance of Dog Pound	333.34
Removal of Dead Animals	83.33
City Hospital Alterations..	5,494.02
New Police Headquarters..	10,392.93
Fire House—Palm Street	5,552.93
Fire House—Elm Road....	2,748.00
	\$36,264.46

A. Archibald,
William J. Brennan,
Charles P. Gillen,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea — Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

RESOLVED, that the sum of Eighty-seven thousand one hundred and forty-nine dollars and fifteen cents (\$87,149.15) be and the same is hereby appropriated to the City Treasurer, as per annexed certified list, being the semi-monthly payrolls of the Department of Public Safety from March 16 to March 31, 1918, as follows:

Director's	\$ 491.65
First Criminal Court	420.82
Second Criminal Court	420.82
Third Criminal Court	370.82
Construction and Alteration of Buildings	1,457.10
Excise	145.83
License	300.00
Fire	33,632.84
Police	49,909.27
	<hr/>
	\$87,149.15

A. Archibald,
William J. Brennan,
Charles P. Gillen,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea — Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

RESOLVED, that the sum of Five thousand three hundred and thirty-five dollars and sixty-six cents (\$5,335.66) be and the same is hereby appropriated to persons named on annexed certified list, being the bills and claims of the Department of Public Safety as follows:

License Division	\$4,889.85
Excise Division	445.81
	<hr/>
	\$5,335.66

A. Archibald,
William J. Brennan,
Charles P. Gillen,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea — Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

RESOLVED, that the sum of Four thousand six hundred fifty dollars and eighty-six cents (\$4,650.86) be and the same is hereby appropriated to the City Treasurer, as per annexed certified list, being the semi-monthly payrolls of the Department of Parks and Public Property from March 15th to March 31st, 1918, as follows:

Director's Office	\$ 844.99
Public Market	799.66
Public Buildings—City Hall Maintenance	2,005.75
Shade Tree	375.82
Smoke Abatement	129.16
Weights and Measures	497.48
	<hr/>
	\$4,650.86

A. Archibald,
William J. Brennan,
Charles P. Gillen,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea — Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

RESOLVED, that the sum of One thousand ten dollars and seventy-five cents (\$1,010.75) be and the same is hereby appropriated to the persons named on annexed certified list, being the bills and claims of the Department of Parks and Public Property as follows:

Shade Tree Department	\$1,010.75
-----------------------	------------

A. Archibald,
William J. Brennan,
Charles P. Gillen,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea — Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

RESOLVED, that the sum of Two thousand nine hundred and eighteen dollars and fourteen cents (\$2,918.14) be and the same is hereby appropriated to persons named on

annexed certified list, being the bills and claims of the Department of Public Affairs as follows:

Bread—Overseer of Poor....\$1,213.90
Coal—Overseer of Poor..... 1,704.24

\$2,918.14

A. Archibald;
William J. Brennan,
Charles P. Gillen,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

RESOLVED, that the sum of Ten thousand nine hundred and one dollars and sixty-three cents (\$10,901.63) be and the same is hereby appropriated to the City Treasurer as per annexed certified list, being the semi-monthly payrolls of the Department of Revenue and Finance from March 16, 1918, as follows:

Director's	\$ 491.65
Comptroller's	1,268.30
Auditor of Accounts.....	674.98
Treasurer's	691.66
Tax Receiver's	749.99
Tax Commissioners'	2,827.53
Commissioners of Assessments for Local Improvements	516.64
Law	1,113.31
City Clerk's	1,739.93
First District Court.....	420.65
Second District Court.....	406.99
	<u>\$10,901.63</u>

A. Archibald,
William J. Brennan,
Charles P. Gillen,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

RESOLVED, that the sum of Forty-six thousand six hundred and thir-

ty-eight dollars and eight cents (\$46,638.08) be and the same is hereby appropriated to persons named on annexed certified list, being the bills and claims of the Department of Revenue and Finance as follows:

Longworth and Tichenor Fund Interest	\$ 438.06
Public School Appropriation	240.00
Newark Technical School..	20,000.00
Art, Science and Industrial Museum	15,000.00
Free Dental Clinic.....	10,000.00
City Clerk	225.00
City Sundries	618.12
Collecting Taxes	116.96
	<u>\$46,638.08</u>

A. Archibald,
William J. Brennan,
Charles P. Gillen,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

RESOLVED, that the sum of Twenty-seven thousand three hundred and forty-five (\$27,345.00) dollars, be and the same is hereby appropriated to the persons named, as per attached certified list, being the gross amounts of bills contracted and chargeable to the Department of Streets and Public Improvements as follows:

City Treasurer, weekly payroll ending March 30, 1918

\$27,345.00

A. Archibald,
William J. Brennan,
Charles P. Gillen,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Mayor Gillen offered the following resolutions:

RESOLVED, that the following resolution adopted at a meeting of the Board of Commissioners of the City of Newark, N. J., held February 8th, 1918, be and the same is hereby rescinded:

RESOLVED, that William A. Coleman be and he is hereby appointed as Storekeeper, City Hospital, at a salary of One thousand two hundred dollars (\$1,200.) per annum, payable semi-monthly as other salaries are paid, and the City Clerk be authorized to place his name upon the payroll, said appointment to date from February 15th, 1918.

This appointment is made in conformity with the laws of the Civil Service Commission and the Civil Service Law of New Jersey.

Charles P. Gillen,
William J. Brennan,
A. Archibald,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea — Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

RESOLVED, that William A. Coleman be and he is hereby appointed as Storekeeper, City Hospital, at a salary of One thousand two hundred dollars (\$1,200.) per annum, payable semi-monthly as other salaries are paid, and the City Clerk be authorized to place his name upon the payroll; said appointment to date from February 11th, 1918.

This appointment is made in conformity with the laws of the Civil Service Commission and the Civil Service Law of New Jersey.

Charles P. Gillen,
William J. Brennan,
A. Archibald,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea — Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

WHEREAS, William B. Gaunt, an instructor in the Bureau of Recreation, has left the employ of said Bureau, and is now employed in work connected with the United States Ordnance Department at Muscle Shoals, in the State of Alabama;

RESOLVED, that said William B. Gaunt be and he is hereby suspended from the position of instructor in the said Bureau of Recreation. This suspension to take effect April 1st, 1918.

Charles P. Gillen,
William J. Brennan,
A. Archibald,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea — Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Commissioner Archibald offered the following resolutions:

RESOLVED, that the Comptroller be and he is hereby authorized to cancel from the records in his office balance of assessment for Bloomfield Avenue Paving, against property in the line of North Thirteenth Street, known and designated as Block 653, Lot —, amounting to Ten dollars and twenty-five cents (\$10.25).

A. Archibald,
William J. Brennan,
Charles P. Gillen,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea — Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

RESOLVED, that the contract between the New York Bay Railroad Company and the City of Newark,

dated March 28th, 1918, for the construction and maintenance of one six inch cast iron water pipe through and under the right of way of said New York Bay Railroad Company on the line of Johnson Avenue, in the City of Newark, which said contract is hereto annexed, be and the same is hereby approved; and the Director of the Department of Streets and Public Improvements of the City of Newark, and the City Clerk thereof, are hereby authorized and directed to execute the said contract on behalf of the said City, on the approval of this resolution.

Thomas L. Raymond,
William J. Brennan,
A. Archibald,
Charles P. Gillen,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea — Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Commissioner Brennan offered the following resolution:

WHEREAS, on February 21, 1918, the City Clerk was authorized to advertise for sealed proposals for furnishing the City of Newark with four hundred (400) Civilian Police uniforms, and the Director of Public Safety was authorized to receive and open such proposals and to recommend to this Board the proposal which in his opinion would best serve the interests of the City of Newark; and

WHEREAS, on March 27, 1918, the Director of Public Safety, having received and examined proposals for Civilian Police uniforms, found that the proposal of Browning, King & Co. was the lowest received, and does hereby recommend to this Board that said proposal be accepted; therefore be it

RESOLVED, that the City of Newark enter into a contract with Browning, King & Co., of New York City,

for furnishing the 400 Civilian Police uniforms for the sum of seven thousand and ninety-eight dollars (\$7,098) in accordance with proposal of said company presented March 27, 1918, and the Director of Public Safety and City Clerk are hereby authorized and empowered to execute such contract in behalf of the City.

William J. Brennan,
A. Archibald,
Charles P. Gillen,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea — Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Commissioner Archibald offered the following resolutions:

RESOLVED, that the lease between Victor Realty Company and the City of Newark, dated March 15, 1918, for premises 36-40 Lafayette Street, Newark, N. J., being a plot of ground 90x160 feet in dimensions (vacant) to be used for storage purposes by the Department of Streets and Public Improvements, for one year, at the annual rental of \$1,200. payable in equal monthly payments, be and the same is hereby approved, and the Director of the Department of Streets and Public Improvements and the City Clerk of the City of Newark are hereby authorized and directed to execute said lease on behalf of the City of Newark on the adoption of this resolution.

Thomas L. Raymond,
William J. Brennan,
A. Archibald,
Charles P. Gillen,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea — Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

RESOLVED, that the resolution adopted by the Board of Commissioners on February 21st, 1918, releas-

ing the American Surety Company from further liability under bond furnished by it guaranteeing the payment to the City of Newark the sum of \$110.00 per year in accordance with an agreement between the City and the East Orange and Ampere Land Company dated October 23rd, 1912, whereby the City laid a water main in North Tenth Street from Bloomfield Avenue southwardly a distance of 1,100 feet, be and the same is hereby rescinded and the status of the said bond be and the same is hereby declared to be the same as if the said resolution of February 21st, 1918, had not been adopted.

Thomas L. Raymond,
William J. Brennan,
A. Archibald,
Charles P. Gillen,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea — Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Mayor Gillen offered the following resolution:

RESOLVED, that Alice I. Mich be and she hereby is appointed nurse in the City Dispensary at a salary of \$780. per annum, to date from and include April 8, 1918. This appointment is made in conformity with the Civil Service Law and rules of the Civil Service Commission.

Charles P. Gillen,
William J. Brennan,
A. Archibald,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea — Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

At 11:45 a. m. Mayor Gillen declared the receipt of bids closed.

Only one bid received.

The following bid was opened and

read after having been approved by City Counsel Congleton as to form:

REPAIR DIVISION OF THE BUREAU OF STREETS:

400 tons asphaltic cement. Barber Asphalt Paving Company, \$45.42 per ton.

Commissioner Brennan moved that the bid be referred to the Department of Streets and Public Improvements.

The roll being called, the motion was declared adopted by the following votes:

Yea — Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Mayor Gillen offered the following resolutions:

RESOLVED, that Anna Bridgett, nurse in the City Dispensary, be and she is hereby transferred to the position of Record-Nurse in the Dispensary at a salary of \$1,000 per year, to date from and include April 16, 1918. This appointment is made in conformity with the Civil Service Law and rules of the Civil Service Commission.

Charles P. Gillen,
William J. Brennan,
A. Archibald,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea — Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

RESOLVED, that Cora I. Payn be and she is hereby appointed nurse in the Department of Health at a salary of \$780. per annum. This appointment to date from and including April 1, 1918. This appointment is made in conformity with the Civil Service Law and rules of the Civil Service Commission.

Charles P. Gillen,
William J. Brennan,
A. Archibald,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea — Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

RESOLVED, that Joseph A. Brennan be and he is hereby appointed as temporary chauffeur in the Department of Health at a salary of \$900. per annum, to date from and including April 8th, 1918. This appointment is made in conformity with the Civil Service Law and rules of the Civil Service Commission.

Charles P. Gillen,
William J. Brennan,
A. Archibald,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea — Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

RESOLVED, that Sara D. Longyear be and she is hereby appointed nurse in the Department of Health at a salary of \$780. per annum. This appointment to date from and include April 1, 1918. This appointment is made in conformity with the Civil Service Law and rules of the Civil Service Commission.

Charles P. Gillen,
William J. Brennan,
A. Archibald,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea — Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Commissioner Archibald offered the following resolutions:

WHEREAS, under agreement between the City of Newark and the East Orange and Ampere Land Company dated June 16th, 1913, the Bureau of Water constructed a water main in North Eleventh Street from Bloomfield Avenue southwardly a distance of 775 feet;

AND WHEREAS, in accordance with said agreement the said the

East Orange and Ampere Land Company filed a bond of the American Surety Company guaranteeing the payment to the City of Seventy-seven and 50/100 dollars (\$77.50) per year and each year from and after the completion of the said water main until such time as the City of Newark shall derive an income of water rents for water supplied through said main equal to the said sum of Seventy-seven and 50/100 dollars (\$77.50) per annum;

AND WHEREAS, the water revenues received by the Bureau of Water on the said water main are now more than sufficient to cover the guarantee of said Seventy-seven and 50/100 dollars (\$77.50) per year;

THEREFORE BE IT RESOLVED, that all liability under the bond of the said the American Surety Company with respect to the aforesaid water main in North Eleventh Street from Bloomfield Avenue southwardly a distance of 775 feet cease as of March 28th, 1918.

Thomas L. Raymond,
William J. Brennan,
A. Archibald,
Charles P. Gillen,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea — Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

RESOLVED, that the Chief Engineer be and he is hereby directed to advertise for sealed proposals for the Annual Flagging Contract for the year 1918, with the option on the part of the City of continuing said contract for the years 1919 and 1920. Bids to be received at such regular meeting of the Board of Commissioners as the Chief Engineer shall in said advertisement designate.

Thomas L. Raymond,
William J. Brennan,
A. Archibald,
Charles P. Gillen,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yeas—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

RESOLVED, that the contract for furnishing 1,500 barrels of Portland Cement for use of the Street Repair Division, Bureau of Streets, be and the same is hereby awarded to Frederick Bowden, he being the lowest formal bidder, the amount of his bid being \$2.18 per barrel with a rebate of 10 cents for each bag returned to shipper in good condition.

Thomas L. Raymond,
William J. Brennan,
A. Archibald,
Charles P. Gillen,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yeas—Commissioner Archibald, Brennan, Monahan, Mayor Gillen.

RESOLVED, that in pursuance of the provisions of an Act of the Legislature of the State of New Jersey, entitled "An Act to authorize and regulate the issuance of bonds and other obligations, and the incurring of indebtedness by county, city, borough, village, town, township or any municipality governed by an improvement commission," approved March 22, 1916, as amended by Chapter 240 of the Laws of 1917, there shall be issued Temporary Loan Bonds to the amount of One Hundred Thousand Dollars (\$100,000.) for the purpose of temporarily financing grading, curbing and flagging improvements which are now in course of construction or have been completed within six years, and are improvements for which the city is authorized to issue bonds by the aforesaid Act;

FURTHER RESOLVED, that each of the Temporary Loan Bonds authorized by this resolution shall state in general terms the purpose for which it is issued, shall be dated as of the date of its issue, shall ma-

ture not exceeding six months after its date, shall bear such rate of interest not exceeding six per centum per annum, and be issued in such denominations and be executed in such manner as the Comptroller shall determine, subject to the provisions of Chapter 252, Laws 1916, as amended;

FURTHER RESOLVED, that the Comptroller be and he is hereby authorized to sell said Temporary Loan Bonds at not less than par, either all at one time or from time to time.

A. Archibald,
Charles P. Gillen,
William J. Brennan,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yeas—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Commissioner Brennan offered the following resolution:

RESOLVED, that Rev. Thomas J. Martin, Rev. Edmund A. Wasson, be and they are hereby appointed as Chaplains in the Police Division of the Department of Public Safety, with the rank of Inspector of Police in the uniformed force, in accordance with the provisions of Chapter 246, Laws of 1918, and be it further

RESOLVED, that said Rev. Thomas J. Martin and Rev. Edmund A. Wasson shall each be paid a salary of \$1,000 per year, payable semi-monthly as are other salaries in said Police Division, to take effect April 4, 1918.

William J. Brennan,
A. Archibald,
Charles P. Gillen,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yeas—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Commissioner Archibald offered the following resolutions:

RESOLVED, that the sum of Ten thousand seven hundred and thirty-one dollars and fifty-four cents (\$10,731.54) be and the same is hereby appropriated to the persons named on annexed certified list, being the bills and claims of the Department of Public Affairs as follows:

Poor and Alms (Alms House)	\$ 6,990.67
Poor and Alms (Out Door Poor)	3,680.87
Public Outings	60.00
	<hr/>
	\$10,731.54

A. Archibald,
William J. Brennan,
Charles P. Gillen,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

RESOLVED, that the sum of Nineteen thousand one hundred fifty-three dollars and seventy-five cents (\$19,153.75) be and the same is hereby appropriated to the City Treasurer, as per annexed certified list, being the semi-monthly payrolls of the Department of Public Affairs from March 16th to March 31st, 1918, as follows:

Mayor's Office.....	\$ 571.67
Employment Department..	419.15
Poor and Alms Depart- ment	1,571.49
Recreation (Playgrounds)	1,616.35
Recreation (Public Baths)	1,341.28
City Home	1,220.77
Health Department.....	6,714.20
City Hospital	5,698.84
	<hr/>
	\$19,153.75

A. Archibald,
William J. Brennan,
Charles P. Gillen,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Commissioner Archibald offered the following ordinance which was read by the clerk:

“AN ORDINANCE TO PROVIDE FOR THE GRADING OF DELAN-CEY STREET FROM AVENUE I TO AVENUE R, using City refuse in part.”

The ordinance having been read once, Commissioner Archibald moved that it be ordered to a second reading.

The roll being called, the motion was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

The clerk then read the ordinance by sections.

Title declared open to amendment.

Section 1 declared open to amendment.

Section 2 declared open to amendment.

The ordinance was declared open to amendment in all its parts.

The ordinance having been read a second time, Commissioner Archibald moved that it be ordered to a third reading.

The roll being called, the motion was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Commissioner Brennan moved that the ordinance be taken up on third reading and final passage three weeks from today, April 25th, 1918.

The roll being called, the motion was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Commissioner Archibald offered the following ordinance which was read by the clerk:

A FURTHER SUPPLEMENT TO AN ORDINANCE ENTITLED “AN ORDINANCE TO ESTABLISH THE NAMES OF CERTAIN STREETS IN THE CITY OF NEWARK.”

The ordinance having been read once, Commissioner Archibald moved that it be ordered to a second reading.

The roll being called, the motion was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

The clerk then read the ordinance by sections.

Title declared open to amendment.

Section 1 declared open to amendment.

Section 2 declared open to amendment.

The ordinance was declared open to amendment in all its parts.

The ordinance having been read a second time, Commissioner Archibald moved that it be ordered to a third reading.

The roll being called, the motion was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Commissioner Brennan moved that the ordinance be taken up on third reading and final passage three weeks from to-day, April 25th, 1918.

The roll being called, the motion was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

"An Ordinance regulating the handling of food stuffs" was withdrawn at the request of Mayor Gillen for the purpose of correction. Mayor Gillen stated that he will introduce the ordinance in corrected form at the next meeting.

Mayor Gillen requested that "An Ordinance requiring inspection of meat sold in the City of Newark, New Jersey, and the destruction of diseased meats" be referred back to him for the purpose of correction. Request granted.

Commissioner Brennan offered the following ordinance which was read by the clerk:

"AN ORDINANCE TO AMEND SECTION 635 OF THE REVISED ORDINANCES OF THE CITY OF NEWARK" (REVISION OF 1913).

The ordinance having been read once, Commissioner Brennan moved that it be ordered to a second reading.

The roll being called, the motion was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

The clerk then read the ordinance by sections.

Title declared open to amendment.

Section 1 declared open to amendment.

Section 2 declared open to amendment.

Section 3 declared open to amendment.

The ordinance was declared open to amendment in all its parts.

The ordinance having been read a second time, Commissioner Brennan moved that it be ordered to a third reading.

The roll being called, the motion was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Commissioner Brennan moved that the ordinance be taken up on third reading and final passage three weeks from today, April 25th, 1918.

The roll being called, the motion was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Commissioner Brennan offered the following ordinance which was read by the clerk:

"AN ORDINANCE TO AMEND SECTION 632 OF THE REVISED ORDINANCES OF THE CITY OF NEWARK" (REVISION OF 1913).

The ordinance having been read once, Commissioner Brennan moved that it be ordered to a second reading.

The roll being called, the motion was declared adopted by the following votes:

Yea — Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

The clerk then read the ordinance by sections.

Title declared open to amendment.

Section 1 declared open to amendment.

Section 2 declared open to amendment.

Section 3 declared open to amendment.

The ordinance was declared open to amendment in all its parts.

The ordinance having been read a second time, Commissioner Brennan moved that it be ordered to a third reading.

The roll being called, the motion was declared adopted by the following votes:

Yea — Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Commissioner Brennan moved that the ordinance be taken up on third reading and final passage three weeks from to-day, April 25th, 1918.

The roll being called, the motion was declared adopted by the following votes:

Yea — Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Commissioner Archibald moved that the title of "An Ordinance to provide for the paving of Wheeler Point Road from the intersection of Denbigh Street and Backus Street to Bay Avenue with old granite block pavement on a sand or cinder foundation," be taken for its third reading.

The roll being called, the motion was declared adopted by the following votes:

Yea — Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

The clerk then read the title of the ordinance as follows:

"An Ordinance to provide for the paving of Wheeler Point Road from

the intersection of Denbigh Street and Backus Street to Bay Avenue with old granite block pavement on a sand or cinder foundation."

The ordinance having been read three times was then declared to be upon its third and final passage.

The roll being called, the ordinance was declared adopted by the following votes:

Yea — Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Commissioner Archibald moved that the title of "An Ordinance to provide for the vacation of Benedict Street from Hamburg Place to a property line about 1290 feet southerly" be taken for its third reading.

The roll being called, the motion was declared adopted by the following votes:

Yea — Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

The clerk then read the title of the ordinance as follows:

"An Ordinance to provide for the vacation of Benedict Street from Hamburg Place to a property line about 1290 feet southerly."

The ordinance having been read three times was then declared to be upon its third and final passage.

The roll being called, the ordinance was declared adopted by the following votes:

Yea — Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Commissioner Archibald moved that the title of "An Ordinance to provide for the vacation of Marcus Street from Delancey Street northwardly to the easterly right of way line of the Newark and Elizabethport Branch of the Central Railroad of New Jersey and from a line 40 feet south of the southerly line of Delancey Street to a property line about 450 feet southerly" be taken for its third reading.

The roll being called, the motion was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

The clerk then read the title of the ordinance as follows:

"An Ordinance to provide for the vacating of Marcus Street from Delancey Street northerly to the easterly right of way line of the Newark and Elizabethport Branch of the Central Railroad of New Jersey and from a line 40 feet south of the southerly line of Delancey Street to a property line about 450 feet southerly."

The ordinance having been read three times was then declared to be upon its third and final passage.

The roll being called, the ordinance was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Commissioner Archibald moved that "An Ordinance to regulate the headway of street cars in the City of Newark" be laid over for one week in the absence of Commissioner Raymond.

The roll being called, the motion was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Commissioner Archibald offered the following resolution:

RESOLVED, that the Chief Engineer be and he is hereby directed to advertise for sealed proposals for the paving of Wheeler Point Road from the intersection of Denbigh and Backus Street to Bay Avenue with old granite block pavement on a sand or cinder foundation. Bids to be received at such regular public meeting of the Board of Commissioners as the Chief Engineer shall in said advertisement designate.

Thomas L. Raymond,
William J. Brennan,
A. Archibald,
Charles P. Gillen,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

The following communications were received and read:

Three petitions, signed by former Playground Commissioners and various citizens, requesting the appointment of Alexander D. Smith as Superintendent of Playgrounds. Ordered filed.

Four individual petitions requesting change in names of streets. Ordered referred to the Department of Streets and Public Improvements.

From Bureau of Municipal Research relative to standardization of salaries, employments, etc. Ordered filed.

From Uzal H. McCarter, Chairman Newark Liberty Loan Committee, thanking the Board for certified copy of a resolution in regard to the approaching Liberty Loan. Ordered filed.

From Board of Trade relative to the program of the County Engineer for the resurfacing and repaving of roads, and suggesting that contemplated State, County and Municipal improvements involving large outlays ought not to be undertaken because of the war, and only public work which is absolutely required for the upkeep of public utilities or public property should be approved by the people. Ordered filed and a copy sent to the Board of Chosen Freeholders.

From William E. Allan & Company relative to survey of the accounting system of the Newark City Hospital. Ordered referred to the Department of Public Affairs.

REPORTS OF CITY OFFICERS.

The following reports of city officers were received and ordered filed:

Department of Buildings for March, 1918.
Comptroller for March, 1918.

Inspector of Gas and Gas Meters for March, 1918.

Sealer of Weights and Measures for March, 1918.

Clerk of 1st District Court for March, 1918.

Clerk of Almshouse for March, 1918.

Clerk of Centre Market for March, 1918.

City Clerk (2) for March, 1918.

License Inspector for March, 1918.

William Yuill, Clerk 2nd Criminal Court, part 2, for March, 1918.

Richard P. Rooney, Clerk 1st Criminal Court, part 1, for March, 1918.

Fred C. Oehring, Deputy Clerk, 2nd Criminal Court, part 1, for March, 1918.

Fred C. Oehring, Deputy Clerk, 2nd Criminal Court, part 3, for March, 1918.

City Treasurer for March, 1918.

Clerk 2nd District Court for March, 1918.

William J. Schmauder, Clerk 3rd Criminal Court, part 1, for March, 1918.

David C. Fitterer, Deputy Clerk, 3rd Criminal Court, part 2, for March, 1918.

Clerk of Almshouse for December, 1917.

Clerk of Almshouse for February, 1918.

ANNUAL REPORTS.

Annual reports for the year 1917 from the following departments were received and ordered filed:

City Attorney.

Department of Public Affairs.

BONDS.

The following bonds were presented and approved and ordered referred to the Department of Streets and Public Improvements for file:

J. Paul Burne, registered plumber.

Louis Dreskin, registered plumber.

Henry A. Rath, registered plumber.

Commissioner Brennan moved that the building inspector be notified to

grant a permit for the erection of individual garages on Ogden Street north of Third Avenue.

The roll being called, the motion was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Commissioner Archibald stated that the Essex County Park Commission is anxious to get possession of the pumping station on Clifton Avenue.

Mr. Sherrerd informed Commissioner Archibald that the matter is being taken care of by the Department of Streets and Public Improvements; that the city is willing to accommodate the Park Commission providing they pay for the property. He stated that the pumping station is being used for the testing of certain meters because of the high water pressure at that point.

Commissioner Archibald called attention to the fact that the city is not receiving any rent from the Federal Government for Port Newark Terminal. He stated that the city could use the money to good advantage, and that steps should be taken at once to ascertain the status of the condemnation proceedings.

City Counsel Congleton informed Commissioner Archibald that the Federal Trust Company submitted a full report covering this matter, and that a petition will be presented to the Supreme Court on Saturday of this week. Mr. Congleton stated that in the event either side is dissatisfied with the award allowed for the property the condemnation proceedings could be kept in litigation for at least a year and a half.

Commissioner Brennan moved to adjourn.

The roll being called, the motion was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Newark, N. J.,
April 5th, 1918.

A special meeting of the Board of Commissioners was held on the above date in the Mayor's office at 3:40 p. m.

Present — Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Absent — Commissioner Raymond.

Mayor Gillen: This meeting is called at the request of the Public Service Railway Company. This company wants to make an application for the extension of its line from Hamburg Place to the Port Newark Terminal and from Chestnut Street through Gotthardt Street to Hamburg Place. They desire early action so as to give relief to the government industries at Port Newark Terminal, and by receiving the application at an early date they will save time on final action on the franchises. Mr. O'Toole is here to make the application.

Commissioner Brennan asked if it is formal and legal in having the application made in this manner; also whether it could be filed at a special meeting.

City Counsel Congleton stated there is nothing to be done today except to file the application; it can be questioned only by a commissioner absent from this meeting.

Mr. O'Toole: The matter has been fairly and simply stated by the Mayor. We desire to file an application for the construction of a street railway to connect the present trackage with the Port Newark Terminal development. This is really in the form of two applications because the work is divided. I respectfully hand you petitions covering the two applications.

To the Board of Commissioners
of the City of Newark.

Public Service Railway Company, a corporation of the State of New Jersey, duly authorized to construct, operate and maintain street railways in the City of Newark and elsewhere

in said state, hereby petitions your honorable body, the Board of Commissioners of the City of Newark, for permission to locate, construct, operate and maintain an extension to its street railway system in the City of Newark, now owned and operated by said company, being an extension of tracks now constructed and being operated in Hamburg Place east of Avenue L, and extending through Hamburg Place and Avenue R over or across the bridge or viaduct carrying said Avenue R over the tracks of the Lehigh Valley and Pennsylvania Railroads between Astor and Murray Streets in the City of Newark, County of Essex and State of New Jersey;

Beginning at a point in said Hamburg Place at the end of the present double track of said Public Service Railway Company's street railway about one hundred and thirty (130) feet easterly from Avenue L and extending thence along Hamburg Place, the various courses and distances thereof to a point about three hundred and thirty (330) feet south of the center line of Doremus Avenue; thence curving to the east to private right of way on the east side of said Hamburg Place, crossing said private right of way to Avenue R at a point about eighty (80) feet south of the center line of Doremus Avenue, and thence curving to the south along Avenue R and across the bridge spanning the Lehigh Valley and Pennsylvania Railroads as aforesaid to a point about one hundred and fifty (150) feet south of Port Avenue, thence curving toward the east to a private right of way.

The rails composing the above described tracks are to be of a gauge of four feet, eight and one-half inches.

The said permission is requested for a period of fifty years from the date of the passage of the ordinance granting the same.

Your petitioner desires to use the surface of said Hamburg Place for constructing the tracks above de-

scribed except between points approximately four hundred (400) feet either way from the center line of the Central Railroad Company's railroad crossing Hamburg Place between which points your petitioner desires to construct an overhead bridge crossing said railroad tracks, with convenient approaches thereto.

Your petitioner further desires to use the surface of Avenue R and the bridge or viaduct therein across the tracks of the Lehigh Valley and Pennsylvania Railroads above referred to for the construction of the said tracks in Avenue R, and to construct in said Avenue R a bridge or trestle across Port Avenue or Street, with the necessary approaches thereto, said approach on the northerly side of Port Avenue or Street to be of a grade not exceeding three and one-half per cent; said tracks when constructed are for the purpose of an electric street railway to be operated by electricity supplied to electric motors on the cars from overhead wires by what is known as the overhead trolley system and your petitioner requests permission to erect and maintain such poles, wires, span wires, and feeders as are requisite and convenient for such operation. The streets on the surface or above which said tracks are to be constructed are Hamburg Place, Avenue R and Port Avenue or Street.

Witness the corporate seal of Public Service Railway Company duly attested this fifth day of April, nineteen hundred and eighteen.

Public Service Railway Company.
By Edmund W. Wakelee,
Vice President.

Attest:

Charles M. Breder,
Asst. Secretary.

To the Board of Commissioners
of the City of Newark.

Public Service Railway Company,
a corporation of the State of New
Jersey, duly authorized to construct,
operate and maintain street railways
in the City of Newark and elsewhere

in said State, hereby petitions your honorable body, the Board of Commissioners of the City of Newark, for permission to locate, construct, operate and maintain an extension to street railway tracks in said City, for the purpose of connecting existing tracks of said Public Service Railway Company in Chestnut Street with the existing tracks of said railway company in Hamburg Place; said extension consisting of a double track surface street railway beginning at the end of the present double track in Chestnut Street about one hundred and forty-five (145) feet northwest from the center line of Gotthardt Street, and extending thence southeastwardly in Chestnut Street to Gotthardt Street, and thence curving to the northeast and extending along Gotthardt Street to Hamburg Place, and there connecting with the existing tracks of the Public Service Railway Company in Hamburg Place; said extension being less than one-half mile in extent.

The rails composing the above described tracks are to be at a gauge of four feet eight and one-half inches (4' 8 1/2").

Said permission is requested for a period of fifty (50) years from the date of the passage of the ordinance granting the permission therefor.

Your petitioner desires to use the surface of said street for constructing the tracks above described. Said tracks when constructed are for the purpose of an electric surface street railway, to be operated by electricity supplied to electric motors on the cars from overhead wires, by what is known as the overhead trolley system, and permission is also requested to erect and maintain such poles, wires, span wires and feeders as are necessary or convenient for such operation.

The streets on the surface of which said tracks are to be constructed are Chestnut Street, Gotthardt Street and Hamburg Place.

Witness the corporate seal of Public Service Railway Company duly at-

tested this fifth day of April, nineteen hundred and eighteen.

Public Service Railway Company.
By Edmund W. Wakelee,
Vice President.

Attest:

Charles M. Breder,
Asst. Secretary.

Commissioner Monahan moved that these applications be received and referred to the Law Department and the Department of Streets and Public Improvements for report back to the Board of Commissioners.

The roll being called, the motion was declared adopted by the following votes:

Yea — Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Commissioner Brennan offered the following resolutions:

WHEREAS, Public Service Railway Company, by petition under its corporate seal bearing date the fifth day of April, nineteen hundred and eighteen, did request the Board of Commissioners of the City of Newark, for permission to construct, operate and maintain a double track electric street railway in Hamburg Place and Avenue R, as in said petition more particularly set forth; now, therefore,

RESOLVED, that the Board of Commissioners of the City of Newark, in pursuance of the statute in such case made and provided, hereby designates Thursday, the 25th day of April, 1918, at 11:30 o'clock in the forenoon of that day, as the time, and the regular meeting room of the Board of Commissioners of the City of Newark, in the City Hall, Newark, New Jersey, as the place at which the Board of Commissioners of the City of Newark will consider said petition and the application thereby made; and the Clerk of the said Board of Commissioners is hereby directed to cause notice of such application to be published in the Newark Evening News and Newark Star-Eagle once a week for two weeks before the said 25th day of April, 1918; and

further to post copies of said notice at the following places in the City of Newark, to wit: Corner Broad and Market Streets, Essex County Court House, Market Street Depot, Pennsylvania Railroad; Corner Hamburg Place and Avenue L, City Hall, at least fourteen days before the said 25th day of April, 1918.

William J. Brennan,
Charles P. Gillen,
John F. Monahan,
A. Archibald.

The roll being called, the resolution was declared adopted by the following votes:

Yea — Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

WHEREAS, Public Service Railway Company, by petition under its corporate seal bearing date the fifth day of April, nineteen hundred and eighteen, did request the Board of Commissioners of the City of Newark, for permission to construct, operate and maintain a double track electric surface street railway in Chestnut Street, Gotthardt Street and Hamburg Place, as in said petition more particularly set forth; now, therefore,

RESOLVED, that the Board of Commissioners of the City of Newark, in pursuance of the statute in such case made and provided, hereby designates Thursday, the 25th day of April, 1918, at 11:45 o'clock in the forenoon of that day, as the time, and the regular meeting room of the Board of Commissioners of the City of Newark, in the City Hall, Newark, New Jersey, as the place at which the Board of Commissioners of the City of Newark will consider said petition and the application thereby made; and the Clerk of the said Board of Commissioners is hereby directed to cause notice of such application to be published in the Newark Evening News and Newark Star-Eagle once a week for two weeks before the said 25th day of April, 1918; and further to post copies of said notice at the following places in the

City of Newark, to wit. Corner Broad and Market Streets, Essex County Court House, Market Street Depot, Pennsylvania Railroad; Corner Chestnut and Gotthardt Streets, City Hall, at least fourteen days before the said 25th day of April, 1918.

William J. Brennan,
Charles P. Gillen,
John F. Monahan,
A. Archibald.

The roll being called, the resolution was declared adopted by the following votes:

Yea — Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Mr. O'Toole stated that a telegram was just received from Rear Admiral Bowles, who represents the Emergency Fleet Corporation, in which wire he urges immediate action.

In answer to a question from Commissioner Archibald, Mr. O'Toole stated that the time for construction will consume the best part of ninety days.

In answer to another question from Commissioner Archibald, Mr. O'Toole stated that this additional trolley service would take care of approximately 50% of the total number of persons employed at Port Newark.

Mr. O'Toole stated that the government has assured the Public Service Railway Company that they will receive priority orders for the necessary number of cars to cover this additional trolley service.

Commissioner Brennan moved to adjourn.

The roll being called, the motion was declared adopted by the following votes:

Yea — Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Newark, N. J.,
April 11, 1918.

A regular meeting of the Board of Commissioners of the City of Newark was held on the above date in the Council Chamber, City Hall, at 11 o'clock a. m.

Present — Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Absent — Commissioner Raymond on account of illness.

The minutes of the meetings of April 4th and 5th, 1918, were read and approved.

Mayor Gillen: Admiral Bowles and representatives of the Public Service Railway Company are here regarding the trolley extension line to Port Newark Terminal.

The following communication was received and read:

United States Shipping Board
Emergency Fleet Corporation,
Philadelphia, April 7, 1918.

To His Honor The Mayor.
The Honorable Commissioners, City
of Newark, Newark, New Jersey.

Dear Mr. Gillen:

I am informed that the Public Service Railway Company has applied to your Honorable Commission for the consents, permits and franchises necessary for the extension of a double track trolley line to the Newark Bay Shipyard, through Hamburg Place, Doremus Avenue, or private right of way parallel thereto, to lower Avenue "R," all as provided for under the contract entered into by the Railways Company with the United States Shipping Board Emergency Fleet Corporation, for the transportation of shipyard workers.

Under this contract the Fleet Corporation is advancing all funds necessary for the construction and supplying all additional cars, at a total estimated cost of \$821,739, the Railways Company undertaking to pay the Fleet Corporation five per cent. upon the total investment and at the termination of the war to reimburse the Fleet Corporation for fifty per cent. of the total outlay.

The Fleet Corporation, under the contract, has agreed to join in a petition to the public authorities for permission and authority for the

City of Newark, to wit: Corner Broad and Market Streets, Essex County Court House, Market Street Depot, Pennsylvania Railroad; Corner Chestnut and Gotthardt Streets, City Hall, at least fourteen days before the said 25th day of April, 1918.

William J. Brennan,
Charles P. Gillen,
John F. Monahan,
A. Archibald.

The roll being called, the resolution was declared adopted by the following votes:

Yea — Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Mr. O'Toole stated that a telegram was just received from Rear Admiral Bowles, who represents the Emergency Fleet Corporation, in which wire he urges immediate action.

In answer to a question from Commissioner Archibald, Mr. O'Toole stated that the time for construction will consume the best part of ninety days.

In answer to another question from Commissioner Archibald, Mr. O'Toole stated that this additional trolley service would take care of approximately 50% of the total number of persons employed at Port Newark.

Mr. O'Toole stated that the government has assured the Public Service Railway Company that they will receive priority orders for the necessary number of cars to cover this additional trolley service.

Commissioner Brennan moved to adjourn.

The roll being called, the motion was declared adopted by the following votes:

Yea — Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Newark, N. J.,
April 11, 1918.

A regular meeting of the Board of Commissioners of the City of Newark was held on the above date in the Council Chamber, City Hall, at 11 o'clock a.m.

Present — Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Absent — Commissioner Raymond on account of illness.

The minutes of the meetings of April 4th and 5th, 1918, were read and approved.

Mayor Gillen: Admiral Bowles and representatives of the Public Service Railway Company are here regarding the trolley extension line to Port Newark Terminal.

The following communication was received and read:

United States Shipping Board
Emergency Fleet Corporation,
Philadelphia, April 7, 1918.
To His Honor The Mayor.
The Honorable Commissioners, City
of Newark, Newark, New Jersey.
Dear Mr. Gillen:

I am informed that the Public Service Railway Company has applied to your Honorable Commission for the consents, permits and franchises necessary for the extension of a double track trolley line to the Newark Bay Shipyard, through Hamburg Place, Doremus Avenue, or private right of way parallel thereto, to lower Avenue "R," all as provided for under the contract entered into by the Railways Company with the United States Shipping Board Emergency Fleet Corporation, for the transportation of shipyard workers.

Under this contract the Fleet Corporation is advancing all funds necessary for the construction and supplying all additional cars, at a total estimated cost of \$821,739, the Railways Company undertaking to pay the Fleet Corporation five per cent. upon the total investment and at the termination of the war to reimburse the Fleet Corporation for fifty per cent. of the total outlay.

The Fleet Corporation, under the contract, has agreed to join in a petition to the public authorities for permission and authority for the

Railways Company to charge an additional fare for this extension of five cents, and that if any additional fare is added for the whole system, it shall also apply to this extension.

The Railways Company under these conditions agrees to provide adequate transportation for shipyard workers.

As this transportation is essential to the success of the great shipbuilding undertaken which the Fleet Corporation has begun at Newark Bay, and in view of the existing urgency for the greatest possible speed in the production of ships, the Fleet Corporation now demands the exercising of the extraordinary police powers of your office, to permit the immediate construction of this line without delaying to comply with the usual periods of notice and hearings which the usual laws provide.

Very truly yours,
F. A. Bowles,
Assistant General Manager.

Ordered filed.

Admiral Bowles: I perhaps ought to explain to you that the Shipping Board Emergency Fleet Corporation is a corporation organized under the laws of the District of Columbia.

With respect to the powers that it is exercising in the construction of these shipping yards, it is simply exercising the power assigned to it by the President of the United States and entrusted to him under an Emergency Act of Congress of June 15th, 1917, so that so far as it is a corporation it has nothing to do with this matter. It is vested with the power, by reason of the President's assignment, of building ships. As you possibly know, it is exercising all the powers of the Emergency Fleet Corporation so far as they would be required by the Submarine Boat Corporation at Port Newark, the same as they did with the shipping yards at Bristol and Hog Island.

I would like to explain to you the necessity of the government in the

creation of these agency contracts. The government, seeing the necessity of creating large quantities of merchant tonnage for the purpose of the war, at first attempted to place this construction in the hands of the United States Shipping agencies and giving contracts to such private businesses that would like to undertake the construction of the shipping yards, and it became obvious that the government, with its limited means, would not be able to create the amount of tonnage necessary to meet the situation, so that the government was obliged to ask for bids. The Shipping Board and those who advise it saw the difficulty of the government entering into the creation of these shipping yards. There is no authority of law adequately given for the purchase of real estate, and there is no power given to commandeer or to purchase land. That was one reason which led the Shipping Board to employ agents for the purpose of looking through these shipping yards. The government is spending large sums of money for the construction of ships and yards, and something over one-quarter of the whole amount of merchant tonnage now authorized by the government forms a vital part of the programme.

You will perhaps pardon me if I say just a few words in regard to the urgency and prompt action in this matter. I think—it may be perhaps well known—that the tonnage that is available for the purposes of the United States and its allies at the present time, notwithstanding that every possible step has been taken, is still entirely inadequate, and further, the men are not able to turn out the ships in the quantities and numbers desired by the government. The urgency of immediate action has been emphasized within the last few days. You should also realize that every day there is an increasing amount of industrial activity brought about in the production of war material for the

government. The amount of that is unknown to us today who are intimately connected with the government programme. Should the government be forced to reduce production of war material, due to inadequate transportation facilities, the effect would be disastrous to us, both in our own prosperity as well as in the conduct of the war.

There are four essential elements involved in the construction of ships. One, of course, is that the plant must be sufficiently large for doing the work; two, that the men in charge of the management are thoroughly capable of handling the supervising force; third, that the men must be skilled and educated in this line of work, and the last element is transportation. The force in the Newark Bay Shipping Yard today is probably considerably less than one-half of what it must be when it reaches the peak of construction in the shipping yards, and from now on the force will be continually built up. It has been difficult to get the men properly to and from their work without the essential element of transportation, and we cannot maintain an adequate force in the shipping yards without the proper transportation facilities. This matter of transportation of the men at Port Newark Terminal has been under consideration for some time. It was with difficulty that I persuaded the Public Service Railway Company to take this matter up, and it was taken up from time to time, but then the negotiations lagged. Finally I felt justified in saying to the company: "You cannot any longer obstruct the building of these ships, and I must insist that you provide this transportation."

I would like to say a word about the power of the Fleet Corporation in this matter. While the President has been entrusted with great powers, and while I have been advised that we can take over and operate the entire trolley line in order that the interests of the United States

may be fulfilled, I would not like to resort to such drastic action until all usual and ordinary means have been utilized to bring about the desired effect. It has been our constant aim to utilize the regular means to accomplish what the government desires in the way of war material.

This contract between the Emergency Fleet Corporation and the Public Service Railway Company has been made after careful deliberation. It represents the view of the government as to the best way of accomplishing the end desired, and as being fair to the government, the company and the men who will have to pay the fare. I must say now that I am not prepared to permit the government to get between the railway company and the city, or to take any part or sides, or to mix up in any of the contentions that may arise. I am not prepared to make any change, and I am asking you now—each one of you—to personally assure me that the ordinance will be passed as it is written.

The Public Service Railway Company has submitted to me the ordinance which they are laying before you, asking you to adopt and which has been examined by our counsel. This ordinance is in accordance with the contract that we have executed, and the government joins in the petition of the Public Service Railway Company for its passage. I will read a portion of a letter addressed to you which refers to the ordinance and I would say that I am prepared to answer any questions that you may wish to submit, because it is my desire to have this matter thoroughly understood before the ordinance is adopted.

"On account of the nature of the service, an unusually great proportion of which will be performed at the rush hours early morning and evening, and on account of the character of the construction and the cost of its installation over viaducts and the unimproved meadow sections between Hamburg Place and the Ship-

yard, I believe after careful investigation that the Railway Company is entitled to an extra fare under present conditions. The proposed ordinance giving permission and consent to the Public Service Railway Company to make this extension has been examined by us and the same is in accordance with the terms of the contract entered into between the Fleet Corporation and the Railway Company."

The ordinance which we have approved contains this paragraph:

"The street railway company hereby authorized shall constitute a separate fare zone, and the fare within such separate fare zone shall be five cents per passenger either way; it being understood, however, that in case the regular five cent fare charged at the time of applying for this ordinance for a single passage on the street railway of Public Service Railway Company in Newark shall be increased by lawful authority, the fare within the separate fare zone herein provided for shall be likewise increased, provided, however, that nothing herein contained shall be construed to prevent the Board of Public Utility Commissioners of this State, after the termination of operation of said street railway under the agreement with the United States Shipping Board Emergency Fleet Corporation and Public Service Railway Company, dated March 7th, 1918, from exercising its authority to fix just and reasonable rates to be charged and collected in said fare zone."

I know that in the granting of an ordinance of this kind you must proceed in accordance with law. The matter is before you and the specific request which I make on behalf of the government is this: The United States asks you to assure it that this work will be immediately begun and that this ordinance will be granted under the terms which I have submitted.

The following communication was received and read:

United States Shipping Board
Emergency Fleet Corporation,
Philadelphia, April 10, 1918.
The Mayor and Board of Commissioners, City Hall, Newark, N. J.
Gentlemen:

I have the honor to inform you that the United States Shipping Board Emergency Fleet Corporation entered into a contract in the month of March, 1918, with the Public Service Railway Company of New Jersey, providing for an extension of the trolley service through Hamburg Place, Doremus Avenue and lower Avenue R to the Shipyard of the Fleet Corporation at Port Newark. The Fleet Corporation is advancing funds to the Railway Company to cover the actual cost of the new rails, ties, construction, bridges necessary for the extension of the trolley service to the shipyard, together with the cost of certain necessary power equipment and eighteen new trolley cars, the total estimated cost of which is \$821,739.00. The Railway Company informs me that it is making application to you to secure the necessary permits, franchises or consents for the construction and operation of this extension.

I beg to say that this extension is a necessary improvement essential to the transportation of shipyard workmen and the public to the Fleet Corporation Shipyard at Port Newark and it is an essential element in the shipbuilding conducted there, which makes this improvement imperative. For these reasons as well as for the reason that a great deal of time has already been lost in providing proper transportation facilities to this shipyard, the beginning of this construction should proceed immediately.

On account of the nature of the service, an unusually great proportion of which will be performed at the rush hours of early morning and evening, and on account of the character of the construction and the cost of its installation over viaducts and the unimproved meadow sections between Hamburg Place and the Shipyard, I

believe after careful investigation that the Railway Company is entitled to an extra fare under present conditions. The proposed ordinance giving permission and consent to the Public Service Railway Company to make this extension, a copy of which is enclosed, has been examined by us and the same is in accordance with the terms of the contract entered into between the Fleet Corporation and the Railway Company.

May I respectfully urge your immediate action on the granting of the ordinance applied for. In making this urgent appeal to you in order to meet the imperative necessities of the present time, I do not understand that the granting by the City of Newark of the permission and consent asked for by which an extra five cent fare over this extension is to be charged, precludes your State Public Utilities Commission from making such modifications of the fare or any other regulations with respect to this permission and consent as it may seem proper to make after the war or when, in the judgment of the Commission, conditions warrant the same.

Yours very truly,

F. A. Bowles,
Assistant General Manager.

Ordered filed.

At 11:30 a. m. Mayor Gillen announced that bids would be received for D. E. Worm drive auto truck chassis, Federal truck chassis, Republic truck chassis and Buick automobiles for the Department of Streets and Public Improvements, as advertised for, until 11:45.

Mr. O'Toole, Assistant to the President of the Public Service Railway Company, appeared before the Board and presented an ordinance and blue-prints regarding trolley extension to the Port Newark Terminal.

Commissioner Brennan moved that the ordinance which provides for an extension of the trolley line from Hamburg Place to Port Newark be

referred to the City Counsel for conference.

The roll being called, the motion was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

At 11:45 a. m. Mayor Gillen declared the receipt of bids closed.

Four bids were received.

The following bids were opened and read after having been approved by City Counsel Congleton as to form:

DEPARTMENT OF STREETS AND PUBLIC IMPROVEMENTS.

W. J. B. Motor Truck Company, Inc., \$1,393.00 for each model 10 one-ton Republic Truck.

Buick Motor Car Company, Newark Branch, \$1,396.12 for one model E six 45 five-passenger touring car, \$2,792.74 for two model E six 45 five-passenger touring cars.

Rice MacRae Motor Truck Company, \$1,555.00 for each D. E. model A worm drive truck chassis.

Federal Truck Company of Newark, \$2,092.75 for each one-ton Federal truck chassis.

Commissioner Brennan moved that the bids be referred to the Department of Streets and Public Improvements.

The roll being called, the motion was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Mr. O'Toole presented an ordinance providing for an extension of street railway tracks from Chestnut Street through Gotthardt Street to Hamburg Place.

Commissioner Brennan moved that the ordinance be referred to the City Counsel for conference.

The roll being called, the motion was declared adopted by the following votes:

Yeas—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Mr. O'Toole presented the following agreement, which was read by the clerk:

THIS AGREEMENT, made this seventh day of March, in the year of our Lord one thousand nine hundred and eighteen, between the United States Shipping Board Emergency Fleet Corporation, a corporation organized under the laws of the District of Columbia, hereinafter called the "Fleet Corporation," of the first part, and the Public Service Railway Company, a corporation of the State of New Jersey, hereinafter called the "Railway," of the second part.

WHEREAS, the Fleet Corporation is desirous of having the Railway build and construct an extension of its railway trolley system in the City of Newark, County of Essex and State of New Jersey, through Hamburg Place, Doremus Avenue, or private right of way parallel thereto, to lower Avenue "R," to the plant of the Submarine Boat Corporation, and a further extension through Gotthardt Street;

AND WHEREAS, the Fleet Corporation is willing to advance whatever sums of money are necessary for the construction, including the cost of eighteen (18) new cars, an estimate of the total cost of such construction and cars being made by the Railway at Eight hundred and twenty-one thousand, seven hundred and thirty-nine dollars (\$821,739), upon the terms and conditions hereinafter contained;

NOW THIS AGREEMENT WITNESSETH, that the said parties hereto, for and in consideration of the mutual undertakings and agreements hereinafter contained, have mutually bargained and agreed as follows:

FIRST—Railway shall and will proceed with due diligence to obtain

the necessary consent of property owners, a grant of municipal authority and the approval of the Board of Public Utility Commissioners of the State of New Jersey, for the location, building, construction and operation of the extensions hereinabove recited.

SECOND—Upon receiving satisfactory municipal consent and permission and the approval of the Board of Public Utility Commissioners, the Railway shall and will forthwith proceed to build and completely finish, ready for operation, the said railway, and likewise secure the said eighteen (18) new cars, and as soon as said extension is completely finished and cars secured put the same in regular operation.

THIRD—The Railway shall and will operate the said line for the transportation of shipyard workers and others to and from the Newark Bay Shipyard, in a manner adequate to the demand. The rate of fare or transportation shall be at the rate of five cents (5c) per passenger either way, for the transportation between Hamburg Place and Avenue "L" and the Newark Bay Shipyard, it being understood, however, that in case the regular five cent (5c) fare now current for a single passage on the street railway of the Railway shall be increased by lawful authority at any time, such increase will apply to the extension herein provided.

FOURTH—The period of the operation of such railway shall be for the duration of the present war, or such time thereafter as may hereafter be mutually agreed upon by and between the parties hereto.

FIFTH—The Fleet Corporation shall and will advance and pay to the Railway the cost of materials purchased by it for the above mentioned construction, within ten days (10) after vouchers are presented from time to time for such cost, and semi-monthly for labor expenditure

made by the Railway for the above mentioned construction, and the cost of said eighteen (18) cars as and when vouchers are presented therefor. The cost to the Railway is understood to include all expenditures made necessary to it of whatever nature or character for the acquisition of the rights and the building and construction of the said railway, including a necessary car house and repair shop, with sub-station, overhead electrical equipment and the like, all of which has been included in the aforesaid estimate of Eight hundred and twenty-one thousand, seven hundred and thirty-nine dollars (\$821,739) cost.

SIXTH—The Fleet Corporation shall and will at any time upon the request of the Railway buy, pay for and deliver to the Railway, any and all materials necessary to do the work herein provided for or any part thereof, so as to insure prompt supply and delivery.

SEVENTH—After the completion and on beginning operation of said railway, the Railway shall and will pay to the Fleet Corporation semi-annually interest on the actual cost advanced and paid by the Fleet Corporation as hereinbefore provided, at the rate of five per centum (5%) per annum, payable semi-annually, during the operation under this agreement.

EIGHTH—At the termination of the operation as herein provided, the Railway shall and will pay to the Fleet Corporation one-half of the total cost paid and advanced as aforesaid by the Fleet Corporation, less, however, the amount of the annual depreciation adopted and set up by the Railway for similar property and approved by public authority, as and for a purchase price for the property so paid for as above provided by the Fleet Corporation.

NINTH—Said one-half so agreed to be paid by the Railway to the Fleet Corporation shall be in five (5) equal annual instalments, with inter-

est thereon payable annually at the rate of five per centum (5%) per annum, the first annual instalment thereof to be paid one (1) year after the termination of said operation. It is understood and agreed between the parties hereto that until the said sum with interest is fully paid, satisfied and discharged, the Fleet Corporation to secure the payment of same retains title to the property, as aforesaid paid for, as hereinbefore provided, and any right or title thereto acquired by the Railway is subject thereto. Such further agreement, if any, desired by the Fleet Corporation to evidence its rights hereunder, the Railway shall and will execute.

TENTH—It is understood and agreed between the parties hereto that the Fleet Corporation may provide such audit and check upon amounts of expenditures by the Railway of the costs herein provided for as deemed advisable.

ELEVENTH — This agreement shall inure to the benefit of and be obligatory upon the parties hereto and their legal representatives.

IN WITNESS WHEREOF, the said parties hereto have hereunto set their respective corporate seals and caused these presents to be signed by their respective proper officers; dated the day and year first above written.

(Seal) Public Service Railway Co.
By Thos. N. McCarter, President.

Attest:

Percy Ingalls, Secretary.
United States Shipping Board
Emergency Fleet Corporation.
By F. T. Bowles,
Assistant General Manager.

Attest:

Charles Pies, Secretary.
Charles Pies, General Manager.
Ordered filed.

Commissioner Archibald stated that in view of the urgent request of Admiral Bowles he was prepared to vote for the ordinance without any prolonged argument.

Mayor Gillen stated that he was willing to vote for the ordinance, but objected to the fifty year franchise and the five cent additional fare to be charged to passengers. He suggested discussing these features in conference.

Commissioner Brennan stated that he was in favor of voting for the ordinance, but was not prepared at this time to vote for the fifty year franchise with a double fare for that period of time. He said he was willing to do everything in his power to assist the government or Admiral Bowles, but wanted more time to consider the franchise and additional fare features.

Commissioner Monahan moved that the wishes and desires of Admiral Bowles be granted in every respect.

Commissioner Archibald moved that the matter be taken up in conference at 2 o'clock this afternoon.

The roll being called, the motion was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Mayor Gillen: Admiral, has the question of buses been considered?

Admiral Bowles: It has been considered and our opinion is that bus service will not answer the purpose. The bus is a mere temporary expedient and can never fulfill the purpose.

The following communication was received and read:

Department of Streets and Public Improvements
City Hall
Newark, N. J., April 11, 1918.
Honorable Board of Commissioners,
City Hall, Newark, N. J.
Gentlemen:

I regret that on account of being confined to my house by illness I have not been able to take an active part in the matter of the extension of the trolley lines down Hamburg Place and Avenue R to Port Newark Terminal and that I shall not

be able to attend the meeting of the Commission tomorrow.

I am informed that the application was filed April 5th, 1918, with the City Commission by the Public Service Railway Company, although the contract with the Emergency Fleet Corporation was entered into during the first part of March, 1918. I wish to make the following statement in regard to my attitude:

I desire to join with my colleagues on the Board in granting promptly to the government every facility for increased transportation to Port Newark Terminal and agree that the construction work for this trolley connection should be allowed to proceed at once. I feel, however, that the Public Service are attempting to have the government pull its chestnuts out of the fire by standing on the terms of an agreement which it had entered into with the government regarding the financing of this line and in which were interjected the rates of fares and other conditions which the Public Service officials knew must legally be the subject of agreement with the City. As a legal proposition the Board of Commissioners cannot in advance of the hearing provided by statute as a necessary condition precedent to the granting of a franchise, agree to the terms and conditions of said franchise. This legal status was fully known to the Public Service officials when they entered into contract with the Emergency Fleet Corporation and since the Railway Company had evidently in contemplation the making of such an agreement with the government in which were included terms and conditions that could only be made a part of the city grants in accordance with certain statute requirements, it seems to me that the least the officials of the Public Service could have done in the premises would have been to discuss these features of the proposed ordinances with the City Commissioners before entering into a contract with the Emergency Fleet Corporation for the

carrying out of which the City must of necessity become a party. In no other way can the city streets be used for the extension of trolley lines by the Public Service.

Rather than have the Public Service hold up this important work by standing on the technical terms of its contract with the Emergency Fleet Corporation, I would like to see the Emergency Fleet Corporation proceed at once with the construction of the proposed trolley line as a war measure, in which work the Department of Streets and Public Improvements would be glad to co-operate, and upon its completion the Railway Company be compelled as a further war measure to operate cars over the same on such terms and conditions as may then be agreed upon in a legal way.

Yours very truly,
Thomas L. Raymond.

Ordered filed.

William J. Morgan, N. C. Murray and Charles S. Orben appeared before the Board protesting against the noise coming from the drop forge factory of Kraeuter & Company, Inc., on 18th Avenue, in Irvington, near the City line. They stated that the factory is located in a residential section and the incessant pounding of the drop forge hammers can be heard for blocks, and was detrimental to public health.

Commissioner Brennan moved that the matter be referred to the Law Department, with instructions to co-operate in every way possible with the counsel engaged by the Irvington citizens and that it also be referred to the grand jury for investigation.

The roll being called, the motion was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Commissioner Archibald offered the following resolutions:

RESOLVED, that the sum of Twenty-three thousand two hundred and forty-one dollars and nine cents (\$23,241.09) be and the same is hereby appropriated to the persons named on annexed certified list, being the bills and claims of the Department of Public Affairs as follows:

City Home	\$4,466.62
Public Health	2,238.13
City Hospital	15,158.80
Public Baths	1,020.30
Playgrounds	357.24

\$23,241.09

A. Archibald,
William J. Brennan,
Charles P. Gillen,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

RESOLVED, that the sum of Eight hundred seventy-three dollars and no cents (\$873.00) be and the same is hereby appropriated to the City Treasurer as per annexed certified list, being the weekly payroll of the Department of Parks and Public Property for week ending April 6, 1918, as follows:

Shade Tree	\$873.00
------------------	----------

A. Archibald,
William J. Brennan,
Charles P. Gillen,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

RESOLVED, that the sum of Twenty thousand and seventy-nine dollars and fifty-seven cents (\$20,079.57) be and the same is hereby appropriated to persons named on annexed certified list, being the bills and claims of the Department of Public Safety as follows:

Construction and Alteration of Buildings.....	\$111.80
Fire Department	12,398.91
Police Department	7,568.86
	<hr/>
	\$20,079.57

A. Archibald,
William J. Brennan,
Charles P. Gillen,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

RESOLVED, that the sum of Seven hundred and seventeen dollars and nineteen cents (\$717.19) be and the same is hereby appropriated to persons named on annexed certified list, being the bills and claims of the Department of Revenue and Finance as follows:

Street Improvement	
Charges	\$16.79
Revenue and Finance....	101.30
City Sundries	475.10
Contingent	124.00
	<hr/>
	\$717.19

A. Archibald,
William J. Brennan,
Charles P. Gillen,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Commissioner Brennan offered the following resolutions:

WHEREAS, by resolution of this Board, sealed proposals for furnishing the Police Division of the Department of Public Safety with one model "F" Reo chassis, to be mounted with First Precinct patrol wagon body, were duly solicited in public advertisements according to law, and

WHEREAS, on April 10, 1918, the Director of Public Safety received from the Reo Motor Car Company of New York, Inc., a sealed proposal

for furnishing one model "F" Reo chassis, to be mounted with First Precinct patrol wagon body, for the sum of one thousand, two hundred forty-five dollars and twenty cents (\$1,245.20), the said proposal being the only one presented, therefore be it

RESOLVED, that the City of Newark enter into a contract with the Reo Motor Car Company of New York, Inc., for furnishing the Police Division of the Department of Public Safety with one model "F" Reo chassis, to be mounted with First Precinct patrol wagon body, for the sum of one thousand, two hundred forty-five dollars and twenty cents (\$1,245.20), and the Director of Public Safety and the City Clerk are hereby authorized and empowered to execute such contract in behalf of the City of Newark.

William J. Brennan,
A. Archibald,
Charles P. Gillen,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

WHEREAS, by resolution of this Board, sealed proposals for furnishing the Police Division of the Department of Public Safety with two Reo touring cars were duly solicited in public advertisements according to law, and

WHEREAS, on April 10, 1918, the Director of Public Safety received from the Reo Motor Car Company of New York, Inc., a sealed proposal for furnishing two Reo touring cars for the sum of two thousand, forty-four dollars and ninety-cents (\$2,044.90), the said proposal being the only one presented, therefore, be it

RESOLVED, that the City of Newark enter into a contract with the Reo Motor Car Company of New York, Inc., for furnishing the Police

Division of the Department of Public Safety with two model "R" Reo touring cars for the sum of two thousand, forty-four dollars and ninety cents (\$2,044.90) and the Director of Public Safety and the City Clerk are hereby authorized and empowered to execute such contract in behalf of the City of Newark.

William J. Brennan,
A. Archibald,
Charles P. Gillen,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Commissioner Archibald offered the following resolutions:

WHEREAS, the assessment of benefits and award of damages for the improvements mentioned and set forth in the schedule hereto annexed remained in an unfinished condition at the time of the appointment of the present Board of Commissioners of Assessments for Local Improvements of the City of Newark, and

WHEREAS, on the twentieth day of December, 1917, a resolution was adopted by this Board creating a Board of Commissioners of Assessment for Local Improvements consisting of three members charged with the duty of estimating, computing, fixing, determining and making all assessments for damages and benefits caused by any local improvement theretofore made or to be made thereafter in accordance with the laws of this State relating to and regulating the making of assessments for local improvements in said City; and

WHEREAS, on the said twentieth day of December, by resolution duly adopted, William Dimond, August Soffel and Bernard K. Judge were respectively appointed to be members of the said Board of Commissioners

of Assessments for Local Improvements;

RESOLVED, by the Board of Commissioners of the City of Newark, that the said matters be referred to the said William Dimond, August Soffel and Bernard K. Judge, as Commissioners of Assessment for Local Improvements of the City of Newark for the purpose of making assessments of benefits and award of damages in each case respectively in accordance with law, and that the declaration of costs in these matters now on file in the Auditor's Office of the City of Newark, and heretofore reported, be and the same are hereby approved, and referred to said Commissioners of Assessments for Local Improvements to the end that action may be taken thereon pursuant to the direction and provision of the statute in such case made and provided, and that such further action, if any may be necessary, may be taken in compliance with the direction and command of such order of the said Circuit Court of Essex County as may be made in the premises.

Charles P. Gillen,
William J. Brennan,
A. Archibald,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

WHEREAS, the assessment of benefits and award of damages for the improvements mentioned and set forth in the schedule hereto annexed remained in an unfinished condition at the time of the appointment of the present Board of Commissioners of Assessments for Local Improvements of the City of Newark; and

WHEREAS, on the twentieth day of December, 1917, a resolution was adopted by this Board creating a Board of Commissioners of Assess-

ment for Local Improvements consisting of three members charged with the duty of estimating, computing, fixing, determining and making all assessments for damages and benefits caused by any local improvement theretofore made or to be made thereafter in accordance with the laws of this State relating to and regulating the making of assessments for local improvements in said City; and

WHEREAS, on the said twentieth day of December, by resolution duly adopted, William Dimond, August Soffel and Bernard K. Judge were respectively appointed to be members of the said Board of Commissioners of Assessments for Local Improvements; and

WHEREAS, the matter of the award of damages for the opening of Foundry Place, and the matter of the assessment for benefits for the opening of Van Duyne Street, on objections filed thereto, were pending and undetermined in the Circuit Court of the County of Essex;

RESOLVED, by the Board of Commissioners of the City of Newark, that the said matters be referred to the said William Dimond, August Soffel and Bernard K. Judge, as Commissioners of Assessment for Local Improvements of the City of Newark, for the purpose of making assessments of benefits and award of damages in each case respectively in accordance with law, and that the declaration of costs in these matters now on file in the Auditor's Office of the City of Newark and heretofore reported, be and the same are hereby approved and referred to said Commissioners of Assessments for Local Improvements to the end that action may be taken thereon pursuant to the direction and provision of the statute in such case made and provided, and that such further action, if any may be necessary, may be taken in compliance with the direction and command of such order of

the said Circuit Court of Essex County as may be made in the premises.

Charles P. Gillen,
William J. Brennan,
A. Archibald,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Mayor Gillen offered the following resolution:

WHEREAS, from time to time, troop trains engaged in the present war are constantly passing through our city and are compelled to encamp over night within our city; and

WHEREAS, it is necessary at such times to assist in providing food and shelter for such troops; and

WHEREAS, to meet such contingency the Mayor's Committee on National Defense, at the request of the Board of Commissioners of the City of Newark, is attending to such matter, and is without funds to meet its necessary expenses in connection therewith;

THEREFORE, BE IT RESOLVED, by the Board of Commissioners of the City of Newark, that the sum of One thousand (\$1,000) be and the same is hereby appropriated to the Mayor's Committee on National Defense, to meet its legitimate expenses in providing for the members of the troop trains in the service of the United States Government when passing through or encamping within the City of Newark.

Charles P. Gillen,
William J. Brennan,
A. Archibald,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Commissioner Archibald offered the following resolutions:

WHEREAS, it is deemed advisable by the Board of Commissioners of the City of Newark to purchase marsh and other lands and rights therein and riparian lands and lands under water for the construction, establishment and maintenance of public docks and shipping and transportation facilities in accordance with the provisions of Chapter 272, Laws of 1907, and Chapter 397, Laws 1915, and the acts amendatory thereof;

THEREFORE BE IT RESOLVED, that the sum of Fifty dollars (\$50.00) be and the same is hereby appropriated to Samuel W. Baldwin for the acquisition by the City of Newark of an undivided 1-64th interest in a certain tract of meadow land in the City of Newark, known and designated as block 1594-5, 1593-3 and 1629-2. The said sum of Fifty dollars (\$50.00) being appropriated from the Docks and Ship Canal Account, and payment of the same shall be made to the said Samuel W. Baldwin upon the filing by him with the Acting City Auditor of a satisfactory deed approved by the Law Department.

Charles P. Gillen,
A. Archibald,
William J. Brennan,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

RESOLVED, that it is the intention of the Board of Commissioners of the City of Newark, N. J., under and by virtue of the provisions of the Act entitled "An Act to Revise and Amend the Charter of the City of Newark," approved March 11th, 1857, and the Supplements thereto, and the laws of the State relating to such improvements, to order and cause the vacation of Montague Street from the easterly side of Frelinghuysen Avenue about 737.50 feet easterly to the westerly right of way

line of the United Railroads of New Jersey, Division of the Pennsylvania Railroad; also the vacation of Pennsylvania Avenue from the northerly line of Noble Street northerly 460 feet, all of which is shown on a map on file in the office of the Chief Engineer, known as No. 1181-V.

And the Chief Engineer of the Department of Streets and Public Improvements is hereby directed to give public notice in the authorized daily newspapers, printed and published in the City of Newark, of the intention of the Board of Commissioners to order and cause such improvement to be made, requesting such persons as may object thereto to present their objections in writing at the office of the Director, Department of Streets and Public Improvements, on or before the expiration of five days from the date of the first publication of such notice.

Charles P. Gillen,
William J. Brennan,
A. Archibald,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

WHEREAS, the contract for repaving of Mulberry Street from Market Street to Pennington Street calls for the use of 6,800 lin. ft. of 20 by 6 inch four cut granite curb set in concrete at \$1.62 per lineal foot;

AND WHEREAS, the contractor, Newark Paving Company, is short on delivery from the granite quarries of North Carolina of approximately 1,000 feet of 20 by 6 inch granite curbing and on account of the government commandeering of cars no shipments are likely for months;

AND WHEREAS, the contractor has started the work of setting the curb already on hand and is proceeding vigorously with the work of completing the contract;

AND WHEREAS, the contractor has on hand approximately 1,000 feet of 16 by 6 inch granite curb that could be made immediately available for the Mulberry Street work and therefore save a delay that may run into many weeks;

THEREFORE BE IT RESOLVED, that the Chief Engineer be authorized to allow the substitution of about one thousand feet of 16 by 6 inch granite curb for the 20 by 6 inch curb named in the contract and that the City be allowed a rebate of 10 cents per lineal foot for the curb so substituted.

Thomas L. Raymond,
A. Archibald,
William J. Brennan,
Charles P. Gillen,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

RESOLVED, that the contract for furnishing and delivering asphaltic cement for the use of the Division of Street Repairs, Bureau of Streets, for the year 1918, be and the same is hereby awarded to the Barber Asphalt Paving Company, a corporation, it being the lowest formal bidder, the amount of its bid being \$45.42 per net ton of 2,000 lbs. delivered f. o. b. cars at the City Asphalt Repair Plant, Newark, N. J.

Thomas L. Raymond,
A. Archibald,
William J. Brennan,
Charles P. Gillen,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

WHEREAS, the City of Newark did on the 13th day of December, 1917, enter into a contract with I. W. Littell, Brigadier General, Quartermaster Corps, United States Na-

tional Army, on behalf of the United States, for the sale of a portion of Port Newark Terminal; and

WHEREAS, prior to the delivery of the deeds conveying title to the United States under said contract of sale, a fire occurred on said property, causing damage and the practical destruction of the portion of the dock on said property above the water surface; and

WHEREAS, it is desired that the status quo regarding the rights of the parties in connection with the adjustment of the loss and the collection of insurance due to said fire and other matters should be definitely fixed;

THEREFORE BE IT RESOLVED, that the Director of the Department of Streets and Public Improvements be and he is authorized and directed to execute on behalf of the City of Newark the attached contract, being a supplemental contract to the contract of sale, dated the 30th day of March, and that the City Clerk be authorized and directed to attest the contract and attach the City seal thereto.

Thomas L. Raymond,
A. Archibald,
William J. Brennan,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Commissioner Brennan offered the following resolutions:

RESOLVED, that John J. McConlouge, having been certified to the Director of Public Safety by the Civil Service Commission as eligible to appointment to the position of Identification Clerk, be and he is hereby appointed as Identification Clerk in the Police Division of the Department of Public Safety of the City of Newark, on probation, in accordance with the Civil Service Law, to take effect April 11, 1918, and he is

hereby granted leave of absence during the period of the war, and be it further

RESOLVED, that the said John J. McConlouge upon assuming his duties as Identification Clerk shall receive a salary of one thousand two hundred dollars (\$1,200) per annum, payable semi-monthly as are other salaries in said Police Division.

William J. Brennan,
A. Archibald,
Charles P. Gillen,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

RESOLVED, that George R. Gilhooly, having been certified to the Director of Public Safety by the Civil Service Commission as eligible to appointment to the position of Identification Clerk, be and he is hereby appointed as Identification Clerk in the Police Division of the Department of Public Safety of the City of Newark for the period of the war, at a salary of one thousand two hundred dollars (\$1,200) per annum, payable semi-monthly as are other salaries in said Police Division, to take effect April 16th, 1918.

William J. Brennan,
A. Archibald,
Charles P. Gillen,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Commissioner Archibald offered the following resolutions:

RESOLVED, that the sum of Sixty-five thousand five hundred and eighty-five dollars and forty-one (\$65,585.41) cents be and the same is hereby appropriated to the persons named as per certified list attached, being the gross amount of

bills contracted and owing by the Department of Streets and Public Improvements, as follows:

Reserve Fund	.....	\$2,986.45
Divers estimates	.....	17,766.87
Divers bills of the Bureaus:		
Street Improvement advertising	.....	243.72
Director's office	.....	104.00
General service	.....	21,358.88
Streets	.....	2,964.57
Sidewalks	.....	37.66
Sewers	.....	1,344.88
House sewer connections	.....	344.24
Docks	.....	1,668.43
Water	.....	16,765.71

\$65,585.41

A. Archibald,
William J. Brennan,
John F. Monahan,
Charles P. Gillen.

The roll being called, the resolution was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

RESOLVED, that the sum of twenty-eight thousand one hundred and thirty-five dollars and ninety-eight (\$28,135.98) cents be and the same is hereby appropriated to the persons named, being the gross amount of bills contracted and owing by the Department of Streets and Public Improvements as shown on attached certified list:

City Treasurer, weekly payrolls ending April 6, 1918 \$28,135.98

A. Archibald,
William J. Brennan,
John F. Monahan,
Charles P. Gillen.

The roll being called, the resolution was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

RESOLVED, that the sum of Sixteen thousand two hundred and forty-four dollars and six (\$16,244.06) cents be and the same is

hereby appropriated to the persons named, as per certified list attached, being the gross amount of bills contracted and owing by the Department of Streets and Public Improvements, as follows:

City Treasurer, semi-monthly payroll April 1st to 15th, 1918..... \$16,244.06
A. Archibald,
William J. Brennan,
John F. Monahan,
Charles P. Gillen.

The roll being called, the resolution was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Mayor Gillen offered the following ordinance, which was read by the clerk:

"An Ordinance regulating the business of handling food or food stuffs, and of drink or beverages, and providing for the issuance of certificates to persons engaged therein."

Commissioner Brennan moved that the ordinance be taken up on second reading one week from to-day, April 18th, 1918.

The roll being called, the motion was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Mayor Gillen offered the following ordinance, which was read by the clerk:

"An Ordinance to regulate the practice of midwifery in the City of Newark."

Commissioner Brennan moved that the ordinance be taken up on second reading one week from to-day, April 18th, 1918.

The roll being called, the motion was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

The following communication was received and read:

Department of Public Safety,
City of Newark, N. J.
April 10, 1918.

To the Honorable, the Board of Commissioners of the City of Newark, N. J.

Gentlemen:

Your attention is herein directed to a matter which I deem worthy of your immediate consideration. For more than ten years the various Chiefs of the Fire Department, realizing the immensity of investments in business industries along the river front and the nature of fire hazards thereby created in that zone, have consistently urged the acquirement of a fire boat by the City of Newark. At no time has any tangible plan been suggested, much less been acted upon, whereby it might be possible to put such a boat in commission. In the interests of the Fire Department, which is within my jurisdiction, and more especially in behalf of the welfare of the City, particularly that section along the river front and adjacent thereto, I have recently conducted an investigation for the purpose of obtaining personal knowledge of the facts relating to the need of a fire boat.

I find that fire hazards of an extremely susceptible character exist along almost the entire 10½ miles of waterfront, especially in an area extending from the Patton Paint Works at Newark to Port Newark Terminal. It is not for me to estimate the enormous value of this property. But it is my duty to support the Chief of the Fire Department in his assertion contained in the Fire Department Annual Report that a fire boat ought to be put in commission and at once. The only sensible and practical way in which the fire menace along the river front can be combated is through the use of a fire boat operating from the river side and acting in conjunction with the land forces of the Fire Department.

My inquiries have allowed me to learn that it is possible to obtain the

use of a boat well adapted to the work of fire fighting at a cost which I consider very reasonable. It is not my purpose to cause a large expenditure of money by purchasing a boat. Rather, I urge only the adoption of a resolution hereto annexed which, if put into effect, will enable the City at last to have the services of a fire boat at merely a nominal cost.

In explanation I will say that the expense involved will not exceed \$6,500 per year, plus an initial investment of less than \$1,500. This latter item represents equipment which can always be used in the Fire Department; i. e., deck nozzles, standpipes, hose, etc.

Briefly my plan is to arrange with the Newark and New York Tow Boat Co. for the use of a tug boat which I have inspected and find qualified for the work contemplated. This boat will be appropriately marked with Fire Department insignia to indicate the duty in which it is engaged. The City will contract with the Tow Boat Co. for the services of a night crew consisting of a pilot, engineer and deck hand. The boat is to be stationed at the City Dock, foot of Commerce Street, at all hours during the night from seven o'clock p. m. till seven o'clock a. m.; subject to call. A fire gong and hydrant are to be located on the City Dock.

The advantages of the scheme are to my mind obvious. Protection of a substantial character will be given to the entire river front, not to mention the ship yards which are now in our midst and which are inadequately safeguarded from fire, and a step will have been taken by the City in the fulfillment of a duty which it owes to the large interests herein located and which are constantly springing up along the river front.

Yours very truly,
William J. Brennan.

The recommendation was concurred in and the communication ordered filed.

Commissioner Brennan offered the following resolution:

WHEREAS, the Director of Public Safety has communicated to this Commission in a letter dated April 10, 1918, his views and recommendations with respect to the acquisition of a fire boat; and

WHEREAS, the Commission is in favor of said views and recommendations therein expressed and hereby endorses and concurs in the same; therefore it is

RESOLVED, that an agreement be entered into between the City of Newark and the Newark and New York Tow Boat Co. for the purpose of obtaining the services of a boat to be used as a fire boat in accordance with the recommendations of the Director of Public Safety.

William J. Brennan,
A. Archibald,
Charles P. Gillen,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea — Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Commissioner Archibald moved that "An Ordinance to regulate the headway of street cars" be laid over to April 18th, 1918.

The roll being called, the motion was declared adopted by the following votes:

Yea — Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Commissioner Archibald moved that a recess be taken until 2 o'clock this afternoon.

The roll being called, the motion was declared adopted by the following votes:

Yea — Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Newark, N. J.,
April 11, 1918.

The Board of Commissioners reconvened on the above date at 2:00 p. m.

Present—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Absent—Commissioner Raymond, because of illness.

The following discussion took place:

Mayor Gillen: We are ready to take up consideration of these franchises.

Commissioner Brennan: Can we formally take up the consideration of them—legally?

Mr. Congleton: No. You cannot pass the ordinance to-day.

Commissioner Archibald: While they don't want the ordinances to-day they want to know the attitude of the Commission on the matter. I think if we give them some assurance they will be satisfied with it.

Mayor Gillen: In the brief time that has been given to us to look the ordinance over—you see we had never seen these ordinances until a few moments ago.

Commissioner Archibald: We are asked to give a promise that we will grant these ordinances as they are presented. What becomes of the 5% on the extra 5c. fare?

Mayor Gillen: We find in looking the ordinances over briefly, with the City Counsel, that they are so very different from all the ordinances that we have passed regarding street car franchises for Newark, that the differences are very serious and it would seem to indicate that the City's interests are entirely unprotected in most of the important matters pertaining to the grant. Of course, I know we all feel the same way about it, every Commissioner wants to do everything in his power to aid the Government, but at the same time we haven't had a moment to consider these ordinances. An agreement was made between the Government and Public Service Railway

Company to which we were not a party; that was done probably because of the emergency. If our representatives had had a chance to sit in that conference we would have gained a great deal of time. Now, so far as I am concerned, I am willing to vote to grant the franchises or to agree to vote to grant the franchises for this extension of the railway provided that at the termination of the agreement between the Government and the Railway Company the usual conditions and provisions under which street car franchises are granted by the City shall apply and prevail—during the period of the war the railway company and the Government to be allowed to arrange such conditions as they may deem proper and fit.

Mr. O'Toole: The 5% agreement between the City and the Company applies absolutely to this proposed extension and the 5% will be paid to the City on 100% of gross receipts received in the operation of this proposed line. The present contract between the City and the Company calls for the payment of 5% of all gross receipts on passengers carried within the City and there never has been any thought that the 5% did not apply.

Mr. Congleton: You say in Section 11 that all parts of ordinances inconsistent with this ordinance shall be repealed.

Mr. O'Toole: It is in no way inconsistent.

Mr. Congleton: It has been in all ordinances and it should be in these.

In response to Mr. Congleton, Mr. O'Toole stated: There is no desire on our part to exclude the 5% and there is no objection to including it in the franchises as the franchises come up for action under the law. Our understanding is that this is not a first reading of the franchises.

Mayor Gillen: I might be allowed to finish my remarks. This is the way I view it: We are asked to-day to give our word to pass these ordinances as they are and we find from

a brief examination we have made of it that it is strangely different from most of the ordinances that have been passed granting franchises to the railway company and I don't think that any Commissioner is in a way to vote intelligently to-day on this subject. I would not feel competent myself to vote on it. I feel we want to do everything in our power to hasten matters but I think the City's interests are important to this matter also and should receive some little consideration.

Mr. Congleton: During recess I have tried to go over these ordinances and compare them with some ordinances granted to this company and its predecessors and as I read them they contemplate a general scheme for the general operation of railways; and while it may be as Mr. O'Toole says, that this last clause will save certain ordinances, I fail to find in any of them that it has ever been done in this way. You know that in all of these ordinances there is a further provision that at some time in the future the City may order this overhead system to be put underground. I find that provision in all of the ordinances that if you order them to use the underground system, that it will apply to all and there is no reference in either of these ordinances with respect to that. There is nothing in these ordinances with respect to licenses nor is there anything in the Hamburg Place extension which covers the matter of paving between tracks and on either side; and as I read the ordinances over hastily there are several bridges to be gone over and it seems to me that the contract between the City and the Company should make some provision for the maintenance of these bridges, some equitable adjustment of the cost by reason of the extra burden they will be called upon to carry. There is another matter it seems to me should be considered between the Company and the City based upon an interview I have had with Mr. Sher-

erd yesterday, with respect to running the trolley tracks close to the building line on Hamburg Place crossing the Central Railroad, which may possibly raise the question by some of the property owners as to their right to damages by reason of cutting off their driveway and I think this is a matter that should be discussed with the Company. Of course, the serious matter as I see it is the question with respect to the extra fare. All that I am saying of course applies to the time after the war. These franchises would be for fifty years and it seems to me that the City's rights must be looked at with that point in view. With respect to the section which provides that this extra fare zone shall be created and if the fares are increased it shall also apply to this fare. There is a provision that nothing herein contained shall prevent the Board of Public Utilities Commission after the termination of the operation of the railway under agreement from exercising its authority to fix just and reasonable rates to be collected in said fare zone. That is a matter being adjudicated by the Courts of this State. Our Supreme Court has said practically that such a provision as I understand some of the members of the Board should go in fixing all fares, is not binding since the creation of the Board of Public Utilities Commission. On the other hand, the Court of Appeals of New York has held that such provisions are in the nature of contracts and are binding. The Supreme Court opinion has gone to the Court of Appeals and, of course, we don't know what that Court is going to say and to say now that for fifty years, if they decide as New York has, that this company may have the right to charge 5c. or 7c. or 6c. whatever the rate may be increased to and not be required to give a transfer is, as I see it, a rather serious matter and a matter which seems to me ought to be further considered by the Board of Commissioners and the company before it is final-

ly passed upon, because if our Court of Errors and Appeals feels as the New York Court has, even with this provision here, the Public Utilities Commission is without any authority to change the contract that has been entered into between the City and the Company.

Admiral Bowles: I think that the Fleet Corporation would not like to be in a position of asking you to take action on the ordinances without time for intelligent consideration. I have criticised Public Service Railway and I do now for not having at the earliest possible moment after the execution of that contract, laid before you the substantial parts of the ordinance such as they desire. I understood, however, that the matter was subject to informal consideration and discussion and I should judge from Mr. Raymond's letter that he understood pretty fully what the situation was. My feeling is that the Government has endeavored to arrange the contract into an ordinance which protects all parties. If there is any doubt whatever as to the meaning of that proviso I will recommend to Public Service Railway that they make it a substitutive contract in case the public interest requires it and that places this matter beyond any question and I will now ask Public Service to make that change now.

Now, gentlemen, let me make plain what I am asking of you. The Fleet Corporation is asking your assurance, the assurance of each of you, that we may proceed with the construction of this line with the understanding that this ordinance will be granted. My feeling is that because Public Service Railway Company has delayed from formal action in bringing this before you and giving you a longer time for discussion is no reason why we should take a moment longer than is necessary for intelligent action in delaying this improvement so necessary to your citizens and to the ship-yards.

Mr Congleton There is one further thought I had with respect to this provision. Our Supreme Court in addition to the decision already referred to has also held that while there is power in the Board of Public Utilities Commission to increase rates there is no power vested in that power to reduce rates, so that that does, looking to fifty years, have an important bearing.

Admiral Bowles: The suggestion that I have made is that the Public Utility Commission shall have full power to revise and that eliminates every question which you have raised.

Commissioner Archibald: I hold no brief for Public Service, but I do hold it for the United States. When the Admiral comes here and puts before me a straight proposition it is my duty to vote to give it to them. The overhead trolley system and the building line—I would not say about that.

Commissioner Brennan: I want to do everything that is in my power to hasten anything advocated by the Emergency Fleet Corporation but I am sure that the Admiral will not say that I have had sufficient time to give even a sufficient study of the ordinance to vote intelligently on them. It was presented only a few hours ago and our City Counsel has informed us that there are a great many provisions therein not in conformity with former ordinance grants and while I am willing to pledge myself now to vote to give or support any ordinance for the duration of the war or else longer as the Government may need to use the transportation facilities prayed for in the ordinances. I am not prepared to commit this City to a fifty-year franchise under the terms handed us by Public Service in the proposed ordinance this morning.

Admiral Bowles: May I ask Public Service Railway if they will assure me that every one of these points that have been raised by the City Counsel shall be adjusted in

the manner that I have indicated and in a manner that will be satisfactory to him—the substantial features of the ordinance to remain as they are?

Mr. Wakelee: The Company agrees fully with your statements as to the power of the Public Utility Commission? The intention is to give all the present powers to them and we think they already have unlimited powers. As to some of the other items, as to underground trolley or agreeing to maintain these bridges or things of that kind I don't think we can agree. It isn't contemplated in the agreement with you, it is not included in the cost estimated with the Government and we would think that the line to that section of Newark will warrant no such expense to the Company.

Mr. O'Toole: One of the viaducts mentioned in the ordinance will be constructed without any cost to the City and we felt that it would only be right for the City to maintain the other.

Commissioner Archibald: If the entire cost of this thing were to be borne by the City I believe the City should go into it. I believe we should, without a word, take the substantial parts and pass an ordinance.

Deputy Commissioner Van Duyne (finally permitted to speak as a citizen): I wanted to ask a question—how the Commission can legally obligate itself to a question which practically makes a farce of the public hearing which the law provides the people shall have in the future in reference to that question.

Admiral Bowles: You are at war! All the personal rights that you have under the Constitution of the United States have been practically suspended by law and by consent of the people. The Government is in a position of taking your children and putting them into the ranks—your property and making use of it—the situation is such that nobody can stand on their rights.

Mayor Gillen: The President of

the United States is the Commander-in-Chief of the fighting forces. Has he or has he not the right to have this work done without any franchise or ordinance?

Admiral Bowles: I think that it is very doubtful under existing law if the United States could commandeer any public streets of the City of Newark and enter upon the construction of this line at the present time. There is an act pending in Congress on that subject which, even if it should pass, I feel that the United States would be very reluctant to exercise any such power in a way that I indicate. The tendency would be to bring its power into disrepute and that is much better for us all—having our faces to the front and trying to act harmoniously together and say that whatever rights we have we may have back after the war. I understand from Public Service that they will introduce into this ordinance an agreement that will give Public Utilities Commission, irrespective of their rights under the law, the right and power to change this. Is that not right, Mr. Wakelee?

Mr. Wakelee: Yes! It is.

Mr. Congleton: I think it can be worked out so that the rights of the City will be fully protected, but after the termination of the war is the question that I think Public Service and the City should discuss.

Dr. W. G. Hanrahan: There are several things here vital to the welfare of the City. I believe the Commissioners are all trying to do their duty but there is one thing unfair and that could be adjusted. Contract has been entered into between the United States Government and Public Service without, as I understand it, a representative of the City and I think these bodies should get together and use these ordinances as a basis and I believe Wilson has the power under the Railroad Act to order them to build a railroad and to make adjustment along the lines. That the Government can do and the people ought to be represented at the

time the contract was drawn up between the United States Government and Public Service Railroad Company, that has such an important bearing on the people of this community. That contract for a basis ought to be gone over and the City represented by its five Commissioners and its Counsel. It is fair to the taxpayer, Public Service Corporation and the United States Government.

Mayor Gillen: I think that if Public Service Railway Company would draft a provision along the lines suggested by Admiral Bowles and present it to our City Counsel, this Board could get together tomorrow and take action on it. There are a few small matters which might be discussed between representatives of Public Service and the City Counsel which are not so important.

Commissioner Monahan: I agree to that. I think it could be done today.

Mayor Gillen: Is that agreeable to all?

Commissioner Brennan: I move that when we adjourn we adjourn to meet tomorrow morning at 10 o'clock.

Mr. Wakelee: We want to offer right now the facilities of our library, or we will meet in your library with your Counsel, but we would like to have Counsel for the Admiral to meet with us and we are ready to meet from now until 10 o'clock tomorrow morning.

Admiral Bowles: I am going to ask you to excuse me. I feel confident that by tomorrow morning at 10 o'clock we will have a right of way.

Then follows his dictation as addition to Section 6:

And provided further that the Board of Public Utility Commissioners shall at the termination of the operation of said street railway under agreement with the Fleet Corporation have full power to alter, modify or adjust the terms of agreement between the Railway and the Fleet Corporation before referred to

in respect to the continuation of the fare zone or the amount of the fare, if any, as well as the power and right of regulation of the operation of the line as it affects the public interests and the general laws and regulations of a public utility of this character. It is the meaning of this provision that whether or not the Board of Public Utility Commissioners of this State have or may be determined to have, or not, the power to act as aforesaid, that they shall by this provision be requested to act as a board of arbitrators between the public or the City of Newark and the Railway Company in the respects mentioned aforesaid. In addition it should be provided that the last four words, viz: "In said fare zone," shall be omitted from Section 6 of the ordinance submitted, so that the sentence shall read as follows: "That nothing herein contained shall be construed to prevent the Board of Public Utility Commission of this State, after the termination of the operation of said street railway under the agreement with the United States Shipping Board Emergency Fleet Corporation and Public Railway Company dated March 7th, 1918, from exercising its authority to fix just and reasonable rates to be charged and collected."

Mr. O'Toole: The Company wants to keep these grants from coming under the underground trolley provision.

Admiral Bowles: You can't do that. If there is a general provision regulating underground service it must apply to this. I want to ask the unanimous assurances to the Government that you will permit this work to proceed and that you will grant these ordinances in substantial accord with its provisions as it now stands amended.

On motion of Commissioner Monahan the Board agreed to permit the work to proceed.

Mayor Gillen: I am willing to vote in favor of the motion provided

representatives of Public Service will sit down tomorrow with Mr. Congleton, or this afternoon, to discuss these other things.

Mr. Wakelee: Our offer to do so stands good.

Mr. O'Toole: I would offer the suggestion that you permit the work to start at once. We can start within three hours.

Admiral Bowles: That is what I wanted.

Commissioner Archibald offered the following resolutions:

RESOLVED, That the sum of thirty-six dollars and fifty cents (\$36.50) be and the same is hereby appropriated to the persons named on annexed certified list, being the bills and claims of the Department of Public Safety as follows:

Public Safety.....\$36.50

William J. Brennan,
A. Archibald,
John F. Monahan,
Charles P. Gillen.

The roll being called, the resolution was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

RESOLVED, That the sum of Two Hundred Dollars (\$200) be and the same is hereby appropriated to the persons named on annexed certified list, being the bills and claims of the Department of Revenue and Finance as follows:

City Sundries.....\$200.00

A. Archibald,
William J. Brennan,
John F. Monahan,
Charles P. Gillen.

The roll being called, the resolution was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Commissioner Monahan submitted a letter from Carl Bannwart, Secretary of the Lot and Yard Improvement Association, asking for an appropriation of \$1,000 to defray expense of plowing home gardens. Let-

ter retained by Commissioner Monahan, who stated that he will look into the matter.

The following communications were received and read:

From Pension and Retirement Fund Commission calling attention to the fact that a meeting with the Mayors of the several cities of the State will be held on Thursday, May 2nd, at 2 p. m., to present a plan of co-operation with police and firemen's pensions.

Commissioner Brennan moved that the City Clerk be directed to request the Secretaries of the divers Pension Fund Associations to attend this conference.

The roll being called, the motion was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

From Mrs. J. Lewis et als., offering sale of watershed property to the city. Ordered referred to the Department of Streets and Public Improvements.

Mayor Gillen: The Library Board is short a member.

We never made an appointment for one vacancy. I asked Mr. Augustus V. Hamburg if he would serve. They need an additional member because some of the members are absent from meetings and they cannot get a quorum.

Mayor Gillen offered the following resolution:

RESOLVED, That Augustus V. Hamburg be, and he is hereby appointed a Trustee of the Newark Free Public Library, to take effect April 11, 1918.

Charles P. Gillen,
William J. Brennan,
A. Archibald,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

The following communications were received and read:

From Borough of Glen Ridge thanking the Board for help during the recent water shortage. Ordered filed.

From The Serratelli 10th Ward Political Club asking that streets bearing German names be changed. Ordered referred to Department of Streets and Public Improvements.

Commissioner Archibald moved to adjourn to meet tomorrow afternoon at 2 o'clock.

The roll being called, the motion was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Newark, N. J.,
April 12th, 1918.

An adjourned meeting of the Board of Commissioners was held on the above date in the Council Chamber, Newark, at 2 p. m.

Present — Commissioners Archibald, Brennan, Mayor Gillen.

Absent—Commissioners Monahan, Raymond.

Mayor Gillen: We will now take up the question of the Public Service franchises.

Mr. Congleton: I would like to report that I met with the Public Service officials this morning and I took up the ordinance covering Hamburg Place grant so called. This point was taken up yesterday; that is, running the trolley tracks close to the building line on Hamburg Place crossing the Central Railroad. The Public Service has agreed to maintain the viaducts and bridges, and the ordinance has been changed to cover this point.

Mr. Wakelee: The ordinance has been amended by adding the word "maintain" at the end of section 3.

Mr. Congleton: Section 6 of the ordinance was the question we had so much talk about yesterday and on which Admiral Bowles dictated some matters. We have put in every-

thing the Admiral suggested and the Railway Company has added some other words that were not in his proposed draft, which I think further safeguards the city's interests. This section as amended reads as follows:

"The street railway hereby authorized shall constitute a separate fare zone, and the fare within such separate fare zone shall be five cents per passenger either way; it being understood, however, that in case the regular five cent fare charged at the time of applying for this ordinance for a single passage on the street railway of the Public Service Railway Company in Newark shall be increased by lawful authority, the fare within the separate fare zone herein provided for shall likewise be increased; provided, however, that nothing herein contained shall be construed to prevent the Board of Public Utility Commissioners of this State, after the termination of operation of said street railway under the agreement between the United States Shipping Board Emergency Fleet Corporation and Public Service Railway Company, dated March 7th, 1918, from exercising its authority to fix just and reasonable rates to be charged and collected thereon either by increasing or reducing the then existing rate; and provided, further, that the Board of Public Utility Commissioners of this State, after the termination of the operation of said street railway under the aforementioned agreement between the United States Shipping Board Emergency Fleet Corporation and Public Service Railway Company, shall exercise the same authority to fix just and reasonable rates to be charged and collected, and the same power to regulate the operation of the railway hereby authorized, as exercised by said Board of Public Utility Commissioners, over public utilities of a similar character, and if, because of the contract between the United States Shipping Board Emergency Fleet Corporation

The following communications were received and read:

From Borough of Glen Ridge thanking the Board for help during the recent water shortage. Ordered filed.

From The Serratelli 10th Ward Political Club asking that streets bearing German names be changed. Ordered referred to Department of Streets and Public Improvements.

Commissioner Archibald moved to adjourn to meet tomorrow afternoon at 2 o'clock.

The roll being called, the motion was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Newark, N. J.,
April 12th, 1918.

An adjourned meeting of the Board of Commissioners was held on the above date in the Council Chamber, Newark, at 2 p. m.

Present — Commissioners Archibald, Brennan, Mayor Gillen.

Absent—Commissioners Monahan, Raymond.

Mayor Gillen: We will now take up the question of the Public Service franchises.

Mr. Congleton: I would like to report that I met with the Public Service officials this morning and I took up the ordinance covering Hamburg Place grant so called. This point was taken up yesterday; that is, running the trolley tracks close to the building line on Hamburg Place crossing the Central Railroad. The Public Service has agreed to maintain the viaducts and bridges, and the ordinance has been changed to cover this point.

Mr. Wakelee: The ordinance has been amended by adding the word "maintain" at the end of section 3.

Mr. Congleton: Section 6 of the ordinance was the question we had so much talk about yesterday and on which Admiral Bowles dictated some matters. We have put in every-

thing the Admiral suggested and the Railway Company has added some other words that were not in his proposed draft, which I think further safeguards the city's interests. This section as amended reads as follows:

"The street railway hereby authorized shall constitute a separate fare zone, and the fare within such separate fare zone shall be five cents per passenger either way; it being understood, however, that in case the regular five cent fare charged at the time of applying for this ordinance for a single passage on the street railway of the Public Service Railway Company in Newark shall be increased by lawful authority, the fare within the separate fare zone herein provided for shall likewise be increased; provided, however, that nothing herein contained shall be construed to prevent the Board of Public Utility Commissioners of this State, after the termination of operation of said street railway under the agreement between the United States Shipping Board Emergency Fleet Corporation and Public Service Railway Company, dated March 7th, 1918, from exercising its authority to fix just and reasonable rates to be charged and collected thereon either by increasing or reducing the then existing rate; and provided, further, that the Board of Public Utility Commissioners of this State, after the termination of the operation of said street railway under the aforementioned agreement between the United States Shipping Board Emergency Fleet Corporation and Public Service Railway Company, shall exercise the same authority to fix just and reasonable rates to be charged and collected, and the same power to regulate the operation of the railway hereby authorized, as exercised by said Board of Public Utility Commissioners, over public utilities of a similar character, and if, because of the contract between the United States Shipping Board Emergency Fleet Corporation

and Public Service Railway Company, dated March 7th, 1918, or because a rate of fare is fixed in this ordinance, it should be held that said Board of Public Utility Commissioners after the termination of operation under said contract has no power to change the rate of fare fixed by this ordinance or regulate the operation of the said railway as herein set forth, then in that event said Board of Public Utility Commissioners be requested to act as arbitrators between the public, or the city of Newark, and Public Service Railway Company and exercise the authority herein above referred to."

Mr. Congleton: I think that contains everything that the Admiral proposed in his ordinance.

Commissioner Brennan: The word "fare," is that in the ordinance which you just read?

Mr. Congleton: Yes, I think in these exact words. This is a part of the general system of the Public Service Railway Company's lines within the city, and it is permitted to fix a just and reasonable rate on its line.

Commissioner Brennan: Under the ordinance as redrawn which fixes a rate of 5c, does that make it mandatory upon the Board of Public Utilities to fix the rate there?

Mr. Congleton: It seems to me, Commissioner, it is a part of their general system.

Commissioner Brennan: Is it true that this is establishing a new zone?

Mr. Congleton: Of course this matter will be decided by the Public Utilities Commission, but I think they have a right to do it.

Mr. Wakelee: As far as we are concerned we are satisfied. The company and the Admiral decided that this could be done.

Mr. Congleton: Section 8, with respect to gross receipts, reads as follows:

"The gross earnings of Public Service Railway Company; its successors and assigns, received by said Company from passenger traffic on

the tracks laid in pursuance of this ordinance shall be subject to the provisions for the payment of five per cent. thereof to the City of Newark contained in the seventh paragraph or subdivision of section eighteen of a certain ordinance passed by the Board of Street and Water Commissioners of the City of Newark, entitled:

'An ordinance to authorize and empower the Consolidated Traction Company, a corporation incorporated under the laws of the State of New Jersey, to locate, construct, operate and maintain street railways and appurtenances over and through certain streets, avenues and highways in the City of Newark, passed June 29, 1893, and passed over the Mayor's veto July 13, 1893;'

and also subject to the provisions declaring that the phrase "gross earnings" shall be understood to mean and does mean "gross receipts," contained in the sixth section of an ordinance entitled:

'An ordinance to supplement and amend an ordinance entitled "An ordinance to authorize and empower the Consolidated Traction Company, a corporation incorporated under the laws of the State of New Jersey, to locate, construct, operate and maintain street railways and appurtenances over and through certain streets, avenues and highways in the City of Newark," passed May 31, 1895, and approved by the Mayor June 8, 1895.'

Mr. Congleton: That is a new section. Section 9 is a new one. That takes care of the 5% gross receipts and also of the railway system and the method of propelling cars on the tracks to be laid. I raised the question of damages that might accrue to any adjoining property owners yesterday, because I then had in mind that the Engineering Department of the City and the Engineering Department of the Public Service Railway Company were considering the

advisability of running their tracks at one point up close to the building line at Heller & Merz's place. It was thought best both by the Engineering Department of the City and of the Railway Company that the most feasible plan to adopt would be to keep them to the centre of the track. By keeping them in the middle of the roadway we also eliminate any question of damages with any of the abutting property owners, so that this question is eliminated. There is another matter that I took up with the Railway Company, the widening of Hamburg Place. They will probably have to condemn or purchase a strip of land 30 feet wide between Doremus Avenue and a private right of way. It will probably be 30 feet wide and 210 feet long in order to enable them to widen the street. They have agreed to do this. Another question I have in mind is the paving of Hamburg Place. This proposed ordinance contains a provision that the Public Service Railway Company shall replace the pavement on Hamburg Place disturbed by the construction of its tracks and the viaduct provided for therein, and shall maintain so much of the pavement as lies between the tracks and for eighteen inches outside the same, but it does not provide that the Railway Company be required to pave between the rails and eighteen inches on either side on that part of Hamburg Place which is now paved. That is one matter we have been unable to agree upon.

Mr. Wakelee: It was never intended that the Railway Company should pay the cost of paving on either side of the tracks. This is not under our terms with the government and it is not contemplated in the cost of this construction.

M. O'Toole: It was never contemplated in any informal conferences which had been held concerning the establishment of a trolley line to Port Newark Terminal that the Railway Company would pay the cost of paving. Our attitude has

been consistently that we are asked to go down in a section that will only last a short time; nobody knows what it will develop. We are asked to create values down there by establishing a street railway line, and it had never been contemplated on the part of the Railway Company to assume the obligation of paving between the tracks. That was definitely stated to the Emergency Fleet Corporation, and as the government is to pay the price of this extension at the present abnormal prices we do not feel justified in obligating the government to what we consider an unnecessary expense.

Mayor Gillen: Some one must pave it.

Mr. O'Toole: We feel that we are doing our part in providing street railway facilities. The values that are created by street railway operation down there will be shared by adjoining property owners.

Mayor Gillen: A street car has the monopoly of transportation facilities.

Mr. O'Toole: That does not give us any protection against competition should it come here, if you please.

Mayor Gillen: You speak of extending transportation facilities; that ought to be part of your business to pave the streets.

Mr. O'Toole: Paving a street is no part of transporting passengers.

Mayor Gillen: It has been the custom in other cities; for instance, Boston.

Mr. O'Toole: It is not the custom of other cities.

Mr. Wakelee: This is going to be a heavy trucking line due to the manufacturing plants, probably a great deal of freight will be transported by heavy trucks. The Railway Company has decided, out of patriotic motives, to undertake the handling of this extension. It is perfectly unreasonable to ask us to pay for expensive paving.

Mayor Gillen: The supposition has always been that the operation of

heavy cars over the tracks helps to impair the pavement long before it might be impaired from other sources.

Mr. O'Toole: Only when it is monolithic or asphalt.

Mayor Gillen: If you damaged the pavement in the installation of rails, would you take care of that?

Mr. Wakelee: Anything that we ever do in the street must be restored by us; we are not seeking to get away from that.

Commissioner Brennan: The character of business that you will get down there will make it a profitable undertaking for the company.

Mr. O'Toole: It will be an early morning and evening business; very little in between.

Mayor Gillen: I think we figured this morning that it would require in the neighborhood of 600 lineal feet of paving on Hamburg Place.

Mr. Danforth: There will be 1062 feet on Hamburg Place exclusive of viaduct.

Mr. Congleton: Mr. Sherrerd feels that the sidewalks might be narrowed down a little bit to provide a ten-foot clearance on either side.

Mr. Danforth: 3062 feet on Avenue R to be paved on surface, the rest is on viaducts.

Mr. Congleton: So far as the Gotthardt Street ordinance is concerned it is all right; this is in proper form. It contains a specific provision for paving Gotthardt Street, a 5% provision and a provision covering the method of propelling cars.

Mr. Wakelee: It will be an expensive proposition to keep the paving in good condition when the government is going to run heavy auto trucks over the streets in the new section. We feel, Mr. Mayor, we have gone too far for our own interests. We think the property owners who will be benefitted by this whole scheme more than anybody should pay for their own street.

Mr. O'Toole: Our proposition on Avenue R was to go over the Lin-

coln Highway along Bay Avenue, and when this was discussed it was the understanding that the city should provide the overhead viaducts to carry the cars over the tracks of the Lehigh Valley Railroad. There never was any consideration given by the company that involved the expenditure of any money for a viaduct to carry the tracks over a railroad grade crossing.

Mayor Gillen: Then it will cost the city to maintain the paving that is put down.

Mr. Wakelee: That may be so.

Mr. O'Toole: We agree to maintain Hamburg Place and your only maintenance is on Avenue R.

Mayor Gillen: You agree to the maintenance of Hamburg Place.

Mr. O'Toole: Yes, according to the ordinance.

Mr. Wakelee: We are ready to proceed at once. If you say the ordinance is satisfactory we are ready to return it to the Emergency Fleet Corporation. The whole job is waiting for your word to say go, and as soon as you say go things will begin flying down there.

Mayor Gillen: According to the agreement, the matter of paving seems to be the only difference between the city and the company.

Commissioner Brennan: There is one thing I would like to understand more clearly than I do at the present time. In the event the Public Utility Commission decides after the termination of the war, according to the agreement between the Public Service Railway Company and the Emergency Fleet Corporation, that this should be part of the general transportation scheme in the city and not subject to any extra fare, is the Public Service Railway Company going to compel the city to recognize it as an extra fare zone?

Mr. Wakelee: If the Public Utility Commission decided that the fare zone would be abolished and we should carry the people down there on the original 5c fare we would have to do it.

Mr Congleton That is my understanding of it, Mr. Commissioner. The words are not properly chosen, but I have no doubt but what we can change the wording to make it more clear and distinct.

Commissioner Brennan: If that is so it is satisfactory to me.

Commissioner Archibald: I regret the Public Service Corporation cannot see their way to maintain the paving, but I suppose this will be overcome by the benefits accruing to the city from the tracks being there. The city will realize good returns in the way of extra valuations due to the transportation facilities and other manufacturing industries that will be located at Port Newark, so that it seems to me we ought to grant this franchise without any further delay. I have every confidence in Mr. Congleton's ability to draw this ordinance and I know it will stand the test for a hundred years if necessary.

Mr. O'Toole: Then it is understood that we are to start work at once and that these ordinances will be introduced on the 25th of April.

Mayor Gillen: Yes.

Commissioner Brennan: I am satisfied.

The agreed forms of ordinances left with the Board of Commissioners are numbered 897 and 898, respectively, on the official minutes; one covering the extension of street railway tracks on Chestnut Street, across Elm Road into Gotthardt Street and eastwardly through Gotthardt Street to Hamburg Place, the other covering the extension of street railway tracks along Hamburg Place east of Avenue L and south of Doremus Avenue.

Commissioner Archibald moved to adjourn.

The roll being called, the motion was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Mayor Gillen.

Newark, N. J.,
April 18, 1918.

A regular meeting of the Board of Commissioners of Newark, N. J., was held on the above date in the Council Chamber, City Hall, Newark, at 11 o'clock a. m.

Present—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Absent—Commissioner Raymond because of illness.

Commissioner Archibald moved that the reading of the minutes be dispensed with.

The roll being called, the motion was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

At 11:30 a. m. Mayor Gillen announced that bids would be received for construction of Frelinghuysen Avenue and McClellan Street sewer and twenty bottom dump wagons for the Department of Streets and Public Improvements, as advertised for, until 11:45.

At 11:45 a. m. Mayor Gillen declared the receipt of bids closed.

Seven bids were received.

The following bids were opened and read after having been approved by City Counsel Congleton as to form:

CONSTRUCTION OF FRELINGHUYSEN AVENUE AND McCLELLAN STREET SEWER:

Harrison & Craig Company, \$11,407.50.

Peter D'Amato, \$9,867.50.

James Cardell, \$11,117.90.

Jacob Jacques, \$8,700.00.

Charles J. Romano, \$8,782.90.

Jersey Building & Construction Co., \$8,956.50.

BOTTOM DUMP WAGONS:

Millard J. Furman, twenty bottom dump wagons, \$313.70 each.

Commissioner Archibald moved that the bids be referred to the De-

Mr. Congleton: That is my understanding of it, Mr. Commissioner. The words are not properly chosen, but I have no doubt but what we can change the wording to make it more clear and distinct.

Commissioner Brennan: If that is so it is satisfactory to me.

Commissioner Archibald: I regret the Public Service Corporation cannot see their way to maintain the paving, but I suppose this will be overcome by the benefits accruing to the city from the tracks being there. The city will realize good returns in the way of extra valuations due to the transportation facilities and other manufacturing industries that will be located at Port Newark, so that it seems to me we ought to grant this franchise without any further delay. I have every confidence in Mr. Congleton's ability to draw this ordinance and I know it will stand the test for a hundred years if necessary.

Mr. O'Toole: Then it is understood that we are to start work at once and that these ordinances will be introduced on the 25th of April.

Mayor Gillen: Yes.

Commissioner Brennan: I am satisfied.

The agreed forms of ordinances left with the Board of Commissioners are numbered 897 and 898, respectively, on the official minutes; one covering the extension of street railway tracks on Chestnut Street, across Elm Road into Gotthardt Street and eastwardly through Gotthardt Street to Hamburg Place, the other covering the extension of street railway tracks along Hamburg Place east of Avenue L and south of Doremus Avenue.

Commissioner Archibald moved to adjourn.

The roll being called, the motion was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Mayor Gillen

Newark, N. J.,

April 18, 1918.

A regular meeting of the Board of Commissioners of Newark, N. J., was held on the above date in the Council Chamber, City Hall, Newark, at 11 o'clock a. m.

Present—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Absent—Commissioner Raymond because of illness.

Commissioner Archibald moved that the reading of the minutes be dispensed with.

The roll being called, the motion was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

At 11:30 a. m. Mayor Gillen announced that bids would be received for construction of Frelinghuysen Avenue and McClellan Street sewer and twenty bottom dump wagons for the Department of Streets and Public Improvements, as advertised for, until 11:45.

At 11:45 a. m. Mayor Gillen declared the receipt of bids closed.

Seven bids were received.

The following bids were opened and read after having been approved by City Counsel Congleton as to form:

CONSTRUCTION OF FRELINGHUYSEN AVENUE AND McCLELLAN STREET SEWER:

Harrison & Craig Company, \$11,407.50.

Peter D'Amato, \$9,867.50.

James Cardell, \$11,117.90.

Jacob Jacques, \$8,700.00.

Charles J. Romano, \$8,782.90.

Jersey Building & Construction Co., \$8,956.50.

BOTTOM DUMP WAGONS:

Millard J. Furman, twenty bottom dump wagons, \$313.70 each.

Commissioner Archibald moved that the bids be referred to the De-

partment of Streets and Public Improvements for tabulation.

The roll being called, the motion was declared adopted by the following votes:

Yea — Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Commissioner Archibald offered the following resolutions:

RESOLVED, that the sum of Eighty-seven thousand five hundred thirty dollars (\$87,530.00) be and the same is hereby appropriated to the City Treasurer, as per annexed certified list, being the semi-monthly payrolls of the Department of Public Safety from April 1st to April 15th, 1918, as follows:

Director's	\$ 491.65
First Criminal Court.....	420.82
Second Criminal Court.....	420.82
Third Criminal Court.....	370.82
Construction and Alteration of Buildings.....	1,457.10
Excise	145.83
License	300.00
Fire	34,323.91
Police	49,599.05

\$87,530.00

A. Archibald,
William J. Brennan,
Charles P. Gillen,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea — Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

RESOLVED, that the sum of Ten thousand eight hundred and fifty-three dollars and fourteen cents (\$10,853.14) be and the same is hereby appropriated to the City Treasurer as per annexed certified list, being the semi-monthly payrolls of the Department of Revenue and Finance from April 1st to April 15th, 1918, as follows:

Director's	\$ 491.65
Comptroller's	1,268.30
Auditor of Accounts.....	674.98
Treasurer's	691.66

Tax Receiver's	749.99
Tax Commissioners'	2,777.53
Commissioners of Assessment for Local Improvements	516.64
Law	1,113.31
City Clerk's	1,739.93
First District Court.....	423.66
Second District Court.....	405.49

\$10,853.14

A. Archibald,
William J. Brennan,
Charles P. Gillen,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea — Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

RESOLVED, that the sum of One hundred and sixty-one dollars and sixty cents (\$161.60) be and the same is hereby appropriated to persons named on annexed certified list, being the bills and claims of the Department of Revenue and Finance as follows:

Printing and Stationery.....	\$ 32.50
City Sundries	129.10

\$161.60

A. Archibald,
William J. Brennan,
Charles P. Gillen,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea — Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

RESOLVED, that the sum of Twenty-two thousand six hundred and fifteen dollars and forty-eight cents (\$22,615.48) be and the same is hereby appropriated to the persons named, as per certified list attached, being the gross amount of bills contracted and chargeable to the Department of Streets and Public Improvements, as follows:

City Treasurer, weekly
payrolls ending April
13, 1918 \$22,615.48
A. Archibald,
William J. Brennan,
Charles P. Gillen,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yeas — Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

RESOLVED, that the sum of Seventeen thousand five hundred and twenty-one dollars and eighty-three cents (\$17,521.83) be and the same is hereby appropriated to the persons named, as per certified list attached, being the gross amount of bills contracted and chargeable to the Department of Streets and Public Improvements as follows:

Divers bills of the Bureaus \$17,521.83
A. Archibald,
William J. Brennan,
Charles P. Gillen,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yeas — Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

RESOLVED, that the sum of Six hundred twenty-two dollars and twenty-three cents (\$622.23) be and the same is hereby appropriated to the City Treasurer, as per annexed certified list, being the weekly payroll of the Department of Parks and Public Property for week ending April 13, 1918, as follows:

Shade Tree \$622.23
A. Archibald,
William J. Brennan,
Charles P. Gillen,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yeas — Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

RESOLVED, that the sum of Four thousand six hundred thirty-seven

dollars and ninety-two cents (\$4,637.92) be and the same is hereby appropriated to the City Treasurer as per annexed certified list, being the semi-monthly payrolls April 1st to April 15th, 1918, of the Department of Parks and Public Property as follows:

Director's Office	\$ 883.30
Public Buildings—City Hall	
Maintenance	2,005.75
Weights and Measures	497.48
Centre Market	746.41
Smoke Abatement	129.16
Shade Tree	375.82

	\$4,637.92

A. Archibald,
William J. Brennan,
Charles P. Gillen,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yeas — Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

RESOLVED, that the sum of One thousand nine hundred and five dollars and sixty-two cents (\$1,905.62) be and the same is hereby appropriated to persons named on annexed certified list being the bills and claims of the Department of Public Affairs as follows:

City Home	\$1,905.62
A. Archibald, William J. Brennan, Charles P. Gillen, John F. Monahan.	

The roll being called, the resolution was declared adopted by the following votes:

Yeas — Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

RESOLVED, that the sum of Eighteen thousand nine hundred and forty-six dollars and sixty-eight cents (\$18,946.68) be and the same is hereby appropriated to the City Treasurer, as per annexed certified list, being the semi-monthly payrolls of the Department of Public Affairs from April 1st, 1918, to April 16th, 1918.

Mayor's Office	\$ 609.98
Employment Department..	419.15
Poor & Alms Department..	1,571.49
Recreation Dept. (Play- grounds)	1,420.00
Recreation Dept. (Public Baths)	1,344.28
City Home	1,212.07
Health Department	6,802.10
City Hospital	5,567.61
	<hr/>
	\$18,946.68

A. Archibald,
William J. Brennan,
Charles P. Gillen,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea — Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

WHEREAS, The Mayor and Common Council of the City of Newark by deed dated October 23, 1867, and recorded in the Register's Office of Essex County in Book C 13 of Deeds, page 574, purchased from John Seiple and wife, a certain tract of land for the purpose of the opening of Bergen Street;

AND WHEREAS, said purpose was abandoned and Bergen Street was opened through lands other than those so purchased;

AND WHEREAS, the present owners of said premises, namely Adolph Lehman and others, have applied to the City of Newark for a quit-claim deed releasing to them the interests of said City in said premises;

RESOLVED, that the City of Newark convey by quit-claim deed, in consideration of One Dollar, to Adolph Lehman, Charles Lehman and Lorenzo Oaks, Executors of Caroline Lehman, deceased, the premises in the annexed deed set forth and described;

AND BE IT FURTHER RESOLVED, that the annexed deed be and the same is hereby approved, and the Director of Public Affairs and the City Clerk of the City of Newark are hereby authorized and directed to

execute the said deed on behalf of the City of Newark on the adoption of this resolution.

Charles P. Gillen,
A. Archibald,
William J. Brennan,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea — Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

RESOLVED, that the contract for furnishing two Buick Model E-Six-45, five passenger, touring type automobiles be and the same is hereby awarded to the Buick Motor Car Company, Newark Branch, it being the lowest formal bidder, the amount of its bid being \$1,396.12 for each automobile, for use in the Bureau of Water of the Department of Streets and Public Improvements.

Thomas L. Raymond,
A. Archibald,
William J. Brennan,
Charles P. Gillen,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea — Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

RESOLVED, that the contract for furnishing one Model 10 1 ton Republic Truck with express body be and the same is hereby awarded to The W. J. B. Motor Truck Co., it being the lowest formal bidder, the amount of its bid being \$1,393.00 for each truck, for use in the Bureau of Water of the Department of Streets and Public Improvements.

Thomas L. Raymond,
A. Archibald,
William J. Brennan,
Charles P. Gillen,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea — Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

RESOLVED, that the contract for

furnishing one "D-E" Model "A"-Worm Drive truck chassis be and the same is hereby awarded to the Rice Macrae Motor Truck Company, it being the lowest formal bidder, the amount of its bid being \$1,555.00 for each truck, for use in the Bureau of Water of the Department of Streets and Public Improvements.

Thomas L. Raymond,
A. Archibald,
William J. Brennan,
Charles P. Gillen,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea — Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

RESOLVED, that the contract for furnishing one Federal 1-ton Truck chassis be and the same is hereby awarded to the Federal Truck Company of Newark, it being the lowest formal bidder, the amount of its bid being \$2,092.75 for each chassis, for use in the Bureau of Water of the Department of Streets and Public Improvements.

Thomas L. Raymond,
A. Archibald,
William J. Brennan,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea — Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

WHEREAS, in accordance with the terms of a certain agreement between the City of Newark and the Town of Irvington dated June 21, 1917, sewers have been constructed in South 20th Street from a point about 200 feet south of Fifteenth Avenue to Fourteenth Avenue, partly by the City of Newark and partly by the Town of Irvington;

AND WHEREAS, in accordance with the terms of said agreement one-half of the cost of the sewer so constructed by the City of Newark has been paid by the Town of Irvington;

THEREFORE BE IT RESOLVED, that the sum of One hundred and seventy-seven dollars (\$177.00), being one-half of the cost of the sewer constructed by the Town of Irvington, be and the same is hereby appropriated in payment of the attached bill in accordance with the terms of said agreement and the Auditor is hereby directed to charge the same against the cost of the said sewer in South 20th Street.

A. Archibald,
William J. Brennan,
Thomas L. Raymond,
Charles P. Gillen,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea — Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

RESOLVED, that Ellsworth Francisco be and he hereby is appointed Examiner of Gas Tubing, at a salary of \$800 per year, payable semi-monthly, as other salaries are paid, and that the City Clerk be and he is hereby directed to place his name upon the payroll. This position being in addition to the position already held by the said Ellsworth Francisco, as Inspector of Gas and Gas Meters.

A. Archibald,
William J. Brennan,
Charles P. Gillen,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea — Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Commissioner Brennan offered the following resolution:

RESOLVED, by the Board of Commissioners of the City of Newark, that the Director of Public Safety be and he hereby is authorized to advertise for bids for a contract for the use of a tug, to be used for fire purposes along the river and bay front, upon the terms and conditions set forth in his letter to the Board

of Commissioners of the City of Newark, under date of April 10, 1918.

William J. Brennan,
Charles P. Gillen,
A. Archibald,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea — Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Commissioner Monahan offered the following resolutions:

RESOLVED, that the City of Newark enter into contract with DeCozen Motor Company for the purchase of one four-cylinder 1918 Model Maxwell Roadster, for the use of the Shade Tree Division of said city, at the price of \$802.43; it being understood that an allowance of \$200 is to be made to said City by said DeCozen Motor Company for the Cadillac automobile now in use by said Commission; and the Director of the Department of Parks and Public Property and the City Clerk of said City are hereby authorized and directed to execute such contract on behalf of the City, on the adoption of this resolution.

John F. Monahan,
A. Archibald,
Charles P. Gillen.

The roll being called, the resolution was declared adopted by the following votes:

Yea — Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

RESOLVED, that the contract between The City of Newark and Andrew Beifus, dated March 25th, 1918, for the collection and removal of garbage, rubbish, offal, refuse and waste matter from the grounds of the Centre Market, in the amount of \$3,000, which said contract is hereto annexed, be and the same is hereby approved; and the proper officers of the said City of Newark are hereby authorized and directed to execute

the said contract on the approval of this resolution.

John F. Monahan,
A. Archibald,
Charles P. Gillen.

The roll being called, the resolution was declared adopted by the following votes:

Yea — Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Commissioner Archibald offered the following resolutions:

RESOLVED, that the Comptroller be and he is hereby authorized to issue duplicate Certificate No. 12876 on property 659 Summer Avenue, Block 732, Lot 4, which was sold to Frederick W. Schlosstein, as the same has been either mislaid or lost, the proper bond having been filed in this office.

A. Archibald,
William J. Brennan,
Charles P. Gillen,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea — Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Resolved, that the Comptroller be and he is hereby authorized and directed to proceed to collect the assessments for benefits conferred by the following street improvements, confirmed by the Circuit Court April 12, 1918:

Frankfort Street—Grading, Curbing and Flagging.

Hamburg Place—Grading, Curbing and Flagging of the northerly sidewalks.

South Street—Flagging.

A. Archibald,
William J. Brennan,
Charles P. Gillen,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea — Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Commissioner Brennan offered the following resolution:

WHEREAS, there has heretofore existed license inspectors under the supervision, direction and regulation of the Common Council; and

WHEREAS, under the present Commission Form of Government, said supervision, direction and regulation of said inspectors has been assigned to the Department of Public Safety; and

WHEREAS, there has heretofore existed license inspectors under the supervision, direction and regulation of the Board of Excise Commissioners, which supervision, direction and regulation has likewise been assigned to the Department of Public Safety; and

WHEREAS, the positions of Excise License Inspectors are now vacant by reason of death; and

WHEREAS, it is the judgment of the Board of Commissioners, upon the recommendation of the Director of the Department of Public Safety, that for the efficient and economical conduct of the business of the City, it is advisable to have the duties heretofore performed by the Excise License Inspectors performed by the General License Inspectors;

THEREFORE BE IT RESOLVED, by the Board of Commissioners of the City of Newark, that the positions of Excise License Inspectors and the positions of General License Inspectors be and the same are hereby consolidated, and that the powers and duties heretofore performed by said Excise License Inspectors be and the same are hereby vested in and assigned to the General License Inspectors.

William J. Brennan,
A. Archibald,
Charles P. Gillen,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea — Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Commissioner Archibald offered the following resolution:

Auditor's Office, City Hall,
April 18, 1918.

To the Board of Commissioners of the City of Newark, N. J.

Gentlemen:

I respectfully submit the statements annexed (by items) of the amounts in gross as shown by the records in this office of the costs and expenses of Sewers now completed, which assessments are now ready to be referred to the Board of Commissioners of Assessments for Local Improvements, in order that assessments for benefits may be levied in accordance with law.

A. K. Brady,
Acting Auditor of Accounts.
Sandford Avenue Storm
Water Sewer \$4,725.50
South 20th Street Sewer.... 1,235.00

RESOLVED, by the Board of Commissioners of the City of Newark, N. J., that the foregoing report and declaration of costs be and the same are hereby approved and referred to the Board of Commissioners of Assessments for Local Improvements to assess benefits pursuant to the direction and provisions of the statutes in such case made and provided.

A. Archibald,
Charles P. Gillen,
William J. Brennan,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea — Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Commissioner Brennan offered the following resolution:

WHEREAS, we have learned with sincere regret of the loss sustained by the City Clerk in the death of his beloved infant son; therefore be it

RESOLVED, that we hereby extend to him and Mrs. Egan our sin-

cere sympathy in this their hour of affliction.

William J. Brennan,
A. Archibald,
Charles P. Gillen,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea — Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Mayor Gillen suggested paving Passaic Avenue with a concrete pavement to relieve the heavy traffic congestion on lower East Ferry Street.

Mr. Sherrerd stated that concrete pavement would be very expensive owing to the fact that most of the paving materials are tied up with the government embargoes. He stated that the American Creosoting Company are in a position to furnish wood blocks at once, and suggested paving Passaic Avenue with wooden blocks without delay rather than wait an indefinite period for paving material.

Mr. Sherrerd reported that he had already taken the matter up with the Passaic Valley Sewerage Commission and urged them to lay the sewer before Passaic Avenue was paved.

Commissioner Archibald stated that he would have a report on the financial end of the contract with the Passaic Valley Sewer Commission at the next meeting.

Commissioner Monahan moved that the Director of Streets and Public Improvements be requested to submit a report on the paving of Passaic Avenue at the next meeting.

The roll being called, the motion was declared adopted by the following votes:

Yea — Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Mr. Sherrerd stated that quite a serious question arises in connection with the erection of a trolley bridge over the Central Railroad on Hamburg Place. He stated that it will be necessary to widen Hamburg Place, but that the bridge could be

built at present without considering the widening of the street.

Mayor Gillen stated that he thought it best for the Commissioners to inspect this improvement on the ground before reaching any conclusions.

Commissioner Monahan moved that this be placed on the inspection list and that the Board inspect it at 4:30 o'clock this afternoon.

The roll being called, the motion was declared adopted by the following votes:

Yea — Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Mr. John L. O'Toole, Assistant to the President of the Public Service Corporation, appeared before the Board and presented the following resolution which was read by the clerk:

WHEREAS, the City of Newark is the owner of a tract of land lying on both sides of Avenue R from Port Street northward a distance of approximately seven hundred feet (700') and the Public Service Railway Company desires to build and construct its Port Newark Extension railway on said Avenue R, and to authorize passing an ordinance granting consent to the location, building and construction of such railway, it is necessary to first file with the City the consents in writing of the owners of at least one-half in amount in lineal feet of property fronting on said street, which consent is to be executed and acknowledged as are deeds entitled to be recorded; therefore

RESOLVED, that such consent in writing be given and executed and also acknowledged, as required by law, to be filed with other consents of property owners, with the City Clerk of the City of Newark.

Charles P. Gillen,
William J. Brennan,
A. Archibald,
John F. Monahan.

Commissioner Archibald moved that the resolution be adopted.

The roll being called, the motion was declared adopted by the following votes:

Yea — Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Commissioner Archibald moved that "An Ordinance to regulate the headway of street cars in the City of Newark" be laid over to Thursday, May 2nd, 1918.

The roll being called, the motion was declared adopted by the following votes:

Yea — Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Commissioner Archibald moved that "An Ordinance regulating the business of handling food or food stuffs, and of drink or beverages, and providing for the issuance of certificates to persons engaged therein," be laid over to Thursday, April 25th, 1918.

The roll being called, the motion was declared adopted by the following votes:

Yea — Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Commissioner Archibald moved that "An Ordinance to regulate the practice of midwifery in the City of Newark" be laid over to Thursday, April 25th, 1918.

The roll being called, the motion was declared adopted by the following votes:

Yea — Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Commissioner Brennan moved to adjourn.

The roll being called, the motion was declared adopted by the following votes:

Yea — Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Newark, N. J.,
April 25, 1918.

A regular meeting of the Board of Commissioners was held on the above date in the Council Chamber, Newark, at 11 o'clock a. m.

Present — Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Absent — Commissioner Raymond because of illness.

The minutes of the meetings of April 11th, 12th and 18th, 1918, were read and approved.

The following communication was received and read:

From The Newark Street Sweepers requesting that the Board fix \$15.00 per week as the rate to be paid all extra street sweepers. Ordered referred to the Department of Streets and Public Improvements.

William E. Cavanagh, Francis J. Gribbin and Owen J. Fox, representing the Vailsburg Improvement Association, appeared before the Board protesting against the granting of a permit or license to conduct boxing bouts or prize fights at the Velodrome in the Vailsburg section. They stated that the best interests of the city demand that they must be kept out of the residential sections, and requested the Board to send a communication to the Boxing Commission protesting against the issuance of a permit to conduct prize fights at the Velodrome.

After a discussion among the Commissioners as to what action should be taken, Commissioner Archibald moved that the Boxing Commission be notified of the receipt of a protest from the Vailsburg Improvement Association to conduct prize fights at the Velodrome.

The roll being called, the motion was declared adopted by the following votes:

Yea — Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

At 11:30 a. m. Mayor Gillen announced that bids would be received for paving Wheeler Point Road with old granite blocks and annual city flagging contract for 1918 with privilege of renewal for 1919 and 1920, for the Department of Streets and Public Improvements, as advertised for until 11:45.

At 11:30 a. m. Mayor Gillen announced that the application of the Public Service Railway Company for

he roll being called, the motion was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Commissioner Archibald moved that "An Ordinance to regulate the headway of street cars in the City of Newark" be laid over to Thursday, May 2nd, 1918.

The roll being called, the motion was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Commissioner Archibald moved that "An Ordinance regulating the business of handling food or food stuffs, and of drink or beverages, and providing for the issuance of certificates to persons engaged therein," be laid over to Thursday, April 25th, 1918.

The roll being called, the motion was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Commissioner Archibald moved that "An Ordinance to regulate the practice of midwifery in the City of Newark" be laid over to Thursday, April 25th, 1918.

The roll being called, the motion was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Commissioner Brennan moved to adjourn.

The roll being called, the motion was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Newark, N. J.,
April 25, 1918.

A regular meeting of the Board of Commissioners was held on the above date in the Council Chamber, Newark, at 11 o'clock a. m.

Present—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Absent—Commissioner Raymond because of illness.

The minutes of the meetings of April 11th, 12th and 18th, 1918, were read and approved.

The following communication was received and read:

From The Newark Street Sweepers requesting that the Board fix \$15.00 per week as the rate to be paid all extra street sweepers. Ordered referred to the Department of Streets and Public Improvements.

William E. Cavanagh, Francis J. Gribbin and Owen J. Fox, representing the Vailsburg Improvement Association, appeared before the Board protesting against the granting of a permit or license to conduct boxing bouts or prize fights at the Velodrome in the Vailsburg section. They stated that the best interests of the city demand that they must be kept out of the residential sections, and requested the Board to send a communication to the Boxing Commission protesting against the issuance of a permit to conduct prize fights at the Velodrome.

After a discussion among the Commissioners as to what action should be taken, Commissioner Archibald moved that the Boxing Commission be notified of the receipt of a protest from the Vailsburg Improvement Association to conduct prize fights at the Velodrome.

The roll being called, the motion was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

At 11:30 a. m. Mayor Gillen announced that bids would be received for paving Wheeler Point Road with old granite blocks and annual city flagging contract for 1918 with privilege of renewal for 1919 and 1920, for the Department of Streets and Public Improvements, as advertised for until 11:45.

At 11:30 a. m. Mayor Gillen announced that the application of the Public Service Railway Company for

permission to construct, maintain and operate a new line of street railway on Hamburg Place and Avenue R, called "Port Newark Extension," would be considered and that the Board would be glad to hear from any citizens wishing to oppose the application.

Mr. John L. O'Toole, Assistant to the President of the Public Service Railway Company, in presenting the application of the company for the proposed trolley extension to Port Newark Terminal, said: "For the purpose of having an entry made in the minutes I would like to state that at the request of the city engineering department through Mr. Sherrerd, chief engineer, a change has been made in the proposed location of the viaduct that is to cross the tracks of the Central Railroad at Hamburg Place. Such a change in the location of route necessitated a change in the description of route incorporated in the ordinance, and we have caused to be made copies of the ordinance amended to conform to the relocated route which I here-with submit for the action of the Commission as substitutes for the copies that we considered at the last conference held about a week ago. I also desire to file with the City Commission such consents of property owners on Avenue R and Hamburg Place as have been fully executed and turned over to the Railway Company. I wish to state specifically at this time that these consents which I am offering for file are not signed by fifty per cent. of the property owners as required by the statutes. We have negotiated for the balance of the consents and they will be filed in time to meet the statute requirements. I would ask that these be filed and that the city clerk be requested to acknowledge receipt of them. I also file an original drawing showing a double track electric street railway in Hamburg Place east of Avenue L to a point south of Doremus Avenue and an original drawing showing an ex-

tension of street railway system from Chestnut Street, through Gotthardt Street to Hamburg Place."

Mr. O'Toole filed with the Board property owners' consents on Hamburg Place between Avenue L and Doremus Avenue and on Avenue R between Doremus Avenue and Port Street; also maps of Hamburg Place and Avenue R extension and maps of Chestnut Street, Gotthardt Street and Hamburg Place extension.

Mr. Louis Sachs, Owen J. Fox, representing the Calumet Iron Works, Rubberset Company and Rockwell Furnace Company; L. Merz, representing Heller & Merz, and Dr. W. G. Hanrahan appeared before the Board protesting against the city granting a fifty year franchise with a ten cent fare. They stated that they did not feel justified in paying assessments for paving between the tracks, and that they thought the Public Service Railway Company should be compelled to pay for the paving.

Mr. O'Toole informed the delegation that there is no assessment to be levied at the present time in connection with the construction of a street railway, and that he assumed that the abutting property owners will pay their proportionate share when the assessments are levied in the near future.

Mr. Congleton suggested that the ordinance be introduced on first reading.

At 11:45 a. m. Mayor Gillen announced that the application of the Public Service Railway Company for permission to construct, maintain and operate an extension of street railway tracks from Chestnut Street northwest of Elm Road through Chestnut Street, across Elm Road into Gotthardt Street, would be considered and that the Board would be glad to hear from any citizens wishing to oppose the application.

Mr. O'Toole stated that at the request of the city's chief engineer a slight change has been made in the curve of the rails coming from Chest-

nut Street toward Gotthardt Street, and that this change was made in the ordinance.

Commissioner Brennan asked Dr. Hanrahan if he was opposed to the granting of a franchise to the Public Service Railway Company for the period of the war. Dr. Hanrahan replied that he was not opposed to this, saying this extension was considered a war measure and the city should co-operate with the Federal Government in every way possible.

Commissioner Archibald offered the following ordinance, which was read by the clerk:

AN ORDINANCE granting permission and consent to Public Service Railway Company to construct, maintain and operate a new line of street railway in the City of Newark, County of Essex and State of New Jersey, called "Port Newark Extension."

WHEREAS, Public Service Railway Company, a corporation and body politic of the State of New Jersey, having by petition duly filed with the Clerk of the City of Newark in due form of law made application for consent for the use of the street and highway hereinafter named for a new line of street railway called "Port Newark Extension," and due notice having been given by publication for at least two weeks and by posting notice in five of the most public places in the City of Newark for at least fourteen days before the meeting of this Board at which such application was to be considered as directed by resolution of this Board, due proof whereof has been made before this Board, of which it is duly satisfied, and there having been filed with the City Clerk of the City of Newark the consent in writing of the owners of at least one-half in amount in lineal feet of property fronting on the streets through and upon which permission to construct, operate and maintain such street railway is desired, which consents are executed and acknowledged as are deeds entitled to be

recorded, all of which has been duly proved before this Board and at this the time fixed for the hearing of all persons for or against such application having been heard and the proofs submitted to this Board, and this Board having adjudged such proofs to be sufficient and satisfactory, and being of the opinion that public interest and convenience require the building of such street railway; now, therefore,

BE IT ORDAINED by the Board of Commissioners of the City of Newark:

Section 1. That consent and permission be and the same are hereby granted to Public Service Railway Company, its successors or assigns, to locate, construct, operate and maintain the following double track street railway in the City of Newark, County of Essex and State of New Jersey, called "Port Newark Extension":

Beginning at a point in said Hamburg Place at the end of the present double track of said Public Service Railway Company's street railway about one hundred and thirty feet (130') eastwardly from Avenue L and extending thence along Hamburg Place, the various courses and distances thereof to a point about three hundred and thirty feet (330') south of the center line of Doremus Avenue; thence curving to the east to private right of way on the east side of said Hamburg Place, crossing said private right of way to Avenue R at a point about eighty feet (80') south of the center line of Doremus Avenue, and thence curving to the south along Avenue R and across the bridge spanning the Lehigh Valley and Pennsylvania Railroads to a point about one hundred and fifty feet (150') south of Port Street, thence curving toward the east to a private right of way.

The center lines of the tracks of said street railway are particularly described as follows:

A. Is the westerly track of said

street railway in Hamburg Place, the center line of which begins at a point in the center line of the southwesterly track in Hamburg Place distant one hundred and sixty-two feet and eight-tenths of a foot (162.8') southeastwardly from the point of intersection of said center line with the center line of Avenue L produced, extending thence as follows: (1) south seventy-eight degrees seven minutes ($78^{\circ}7'$) east a distance of nine and sixty-nine one hundredths feet (9.69') to a point of curve; thence (2) southeastwardly curving toward the right with a radius of two hundred and two feet and thirty-five hundredths of a foot (202.35') a distance of thirty-five feet and thirty-two one-hundredths of a foot (35.32') to a point of compound curve; thence (3) still curving toward the right with a radius of one hundred and two feet and thirty-five one-hundredths of a foot (102.35') a distance of fifty-eight feet and thirty-two one-hundredths of a foot (58.32') to a point of tangent; thence (4) south thirty-five degrees twenty-eight minutes ($35^{\circ}28'$) east a distance of one thousand three hundred and fifty-seven feet and fifty-four one-hundredths of a foot (1357.54') to a point of curve; thence (5) southeastwardly curving toward the right with a radius of two hundred and fifty-two feet and thirty-five one-hundredths of a foot (252.35') a distance of one hundred and five feet and twelve one-hundredths of a foot (105.12') to a point of tangent; thence (6) south eleven degrees thirty-two minutes thirty seconds ($11^{\circ}32'30''$) east a distance of three hundred and twenty-three feet and twenty-six one-hundredths of a foot (323.26') to a point of curve; thence (7) southeastwardly curving toward the right with a radius of two hundred and fifty feet (250') a distance of ninety-eight feet and seventy-nine one-hundredths of a foot (98.79') to a point of tangent; thence (8) south eleven degrees six minutes ($11^{\circ}6'$) west a distance of forty-

seven feet and sixty-six one-hundredths of a foot (47.66') to a point of curve; thence (9) southwesterly curving toward the left with a radius of four hundred and nine feet and seventy-one one-hundredths of a foot (409.71') a distance of sixty-seven feet and thirty-four one-hundredths of a foot (67.34') to a point of tangent; thence (10) south one degree forty-one minutes ($1^{\circ}41'$) west a distance of two hundred and thirty-one feet and forty-five one-hundredths of a foot (231.45') to a point of curve; thence (11) southwestwardly curving toward the left with a radius of one hundred and two feet and thirty-five one-hundredths of a foot (102.35') a distance of eleven feet and ninety-one one-hundredths of a foot (11.91') to a point of compound curve; thence (12) still curving toward the left with a radius of forty-two feet and thirty-five one-hundredths of a foot (42.35') a distance of fourteen feet and ninety-one one-hundredths of a foot (14.91') to a point in the northeasterly side line of Hamburg Place southeast of Doremus Avenue.

B. Is the easterly track of said street railway in Hamburg Place, the center line of which begins at a point in the center line of the northeasterly track in Hamburg Place distant one hundred and thirty-eight feet and fourteen one-hundredths of a foot (138.14') southeastwardly from the point of intersection of said center line with the center line of Avenue L produced, extending thence as follows: (1) south seventy-eight degrees and seven minutes ($78^{\circ}7'$) east a distance of fifty-seven feet and forty-eight one-hundredths of a foot (57.48') to a point of curve; thence (2) southeastwardly curving toward the right with a radius of one hundred and two feet and thirty-five one-hundredths of a foot (102.35') a distance of seventy-six feet and nineteen one-hundredths of a foot (76.19') to a point of tangent; thence (3) south thirty-five degrees and twenty-eight minutes ($35^{\circ}28'$) east

a distance of one thousand three hundred and forty-three feet and twelve one-hundredths of a foot (1343.12') to a point of curve; thence (4) southeastwardly curving toward the right with a radius of three hundred and two feet and thirty-five one-hundredths of a foot (302.35') a distance of one hundred and twenty-five feet and ninety-five one-hundredths of a foot (125.95') to a point of tangent; thence (5) south eleven degrees thirty-two minutes and thirty seconds ($11^{\circ}32'30''$) east a distance of three hundred and twenty-one feet and eight-tenths of a foot (321.8') to a point of curve; thence (6) southeastwardly curving toward the right with a radius of two hundred and fifty-nine feet and seventy-one one-hundredths of a foot (259.71') a distance of one hundred and two feet and sixty-three one-hundredths of a foot (102.63') to a point of tangent; thence (7) south eleven degrees and six minutes ($11^{\circ}6'$) west a distance of forty-seven feet and sixty-six one-hundredths of a foot (47.66') to a point of curve; thence (8) southwestwardly curving toward the left with a radius of four hundred feet (400') a distance of thirty-five feet and fourteen one-hundredths of a foot (35.14') to a point in the southerly side line of Doremus Avenue east of Hamburg Place.

All of which is shown, marked and delineated on a map or plan filed with the City Clerk of the City of Newark, dated April 20th, 1918, numbered 17280 L.

C. Is the southeasterly track of said street railway in Avenue R, the center line of which begins at a point in the northwesterly side line of Avenue R distant fifteen feet and thirty-three one-hundredths of a foot (15.33') southwestwardly from the southwesterly side of Doremus Avenue, extending thence as follows: (1) southwardly curving toward the right with a radius of fifty-seven feet and thirty-five one-hundredths of a foot (57.35') a distance of sixty-

seven feet and ninety-two one-hundredths of a foot (67.92') to a point of compound curve; thence (2) still curving toward the right with a radius of one hundred and two feet and thirty-five one-hundredths of a foot (102.35') a distance of eleven feet and ninety-one one-hundredths of a foot (11.91') to a point of tangent; thence (3) south thirty-three degrees five minutes ($33^{\circ}5'$) west a distance of one thousand eight hundred and ninety-one feet and fifty-two one-hundredths of a foot (1891.52') to a point of curve; thence (4) southwestwardly curving toward the right with a radius of five hundred and nine feet and seventy-one one-hundredths of a foot (509.71') a distance of forty-six feet and forty-three one-hundredths of a foot (46.43') to a point of reverse curve; thence (5) southwestwardly curving toward the left with a radius of five hundred feet (500') a distance of forty-five feet and fifty-five one-hundredths of a foot (45.55') to a point of tangent; thence (6) south thirty-three degrees five minutes ($33^{\circ}5'$) west a distance of one thousand three hundred and fifty-six feet and twenty-seven one-hundredths of a foot (1356.27') to a point of curve; thence (7) southwestwardly curving toward the left with a radius of five hundred feet (500') a distance of forty-five and fifty-five one-hundredths of a foot (45.55') to a point of reverse curve; thence (8) southwestwardly curving toward the right with a radius of five hundred and nine feet and seventy-one one-hundredths of a foot (509.71') a distance of forty-six feet and forty-three one-hundredths of a foot (46.43') to a point of tangent; thence (9) south thirty-three degrees five minutes ($33^{\circ}5'$) west a distance of eight hundred and eighty-five feet and thirteen one-hundredths of a foot (885.13') to a point of curve; thence (10) southwestwardly curving toward the left with a radius of five hundred feet (500') a distance of seventy-six feet and thirty-eight one-

hundredths of a foot (76.38') to a point of reverse curve; thence (11) southwestwardly curving toward the right with a radius of five hundred feet (500') a distance of seventy-six feet and thirty-eight one-hundredths of a foot (76.38') to a point of tangent; thence (12) south thirty-three degrees five minutes (33°5') west a distance of seven hundred and twenty-eight feet and eighty-three one-hundredths of a foot (728.83') to a point of curve; thence (13) southwestwardly curving toward the left with a radius of two hundred and thirty-four feet and ninety one-hundredths of a foot (234.90') a distance of one hundred and twenty-six feet and ninety-nine one-hundredths of a foot (126.99') to a point in the southeasterly side line of Avenue R southwest of Port Street.

D. Is the northwesterly track of said street railway in Avenue R, the center line of which begins at a point in the northwesterly side line of Avenue R distant thirty-two feet and thirty one-hundredths of a foot (32.30') southwestwardly from the southwesterly side line of Doremus Avenue, extending thence as follows: (1) southwardly curving toward the right with a radius of forty-seven feet and thirty-five one-hundredths of a foot (47.35') a distance of forty-one feet and fifty-six one-hundredths of a foot (41.56') to a point of compound curve; thence (2) still curving toward the right with a radius of one hundred and two feet and thirty-five one-hundredths of a foot (102.35') a distance of eleven feet and ninety-one one-hundredths of a foot (11.91') to a point of compound curve; thence (3) still curving toward the right with a radius of two hundred and two feet and thirty-five one-hundredths of a foot (202.35') a distance of thirty-five feet and thirty-two one-hundredths of a foot (35.32') to a point of tangent; thence (4) south thirty-three degrees five minutes (33°5') west a distance of one thousand eight hundred and fifty-eight feet and thirty-

four one-hundredths of a foot (1858.34') to a point of curve; thence (5) southwestwardly curving toward the right with a radius of five hundred feet (500') a distance of forty-five feet and fifty-five one-hundredths of a foot (45.55') to a point of reverse curve; thence (6) southwestwardly curving toward the left with a radius of five hundred and nine feet and seventy-one one-hundredths of a foot (509.71') a distance of forty-six feet and forty-three one-hundredths of a foot (46.43') to a point of tangent; thence (7) south thirty-three degrees five minutes (33°5') west a distance of one thousand three hundred and fifty-six feet and twenty-seven one-hundredths of a foot (1356.27') to a point of curve; thence (8) southwestwardly curving toward the left with a radius of five hundred and nine feet and seventy-one one-hundredths of a foot (509.71') a distance of forty-six feet and forty-three one-hundredths of a foot (46.43') to a point of reverse curve; thence (9) southwestwardly curving toward the right with a radius of five hundred feet (500') a distance of forty-five feet and fifty-five one-hundredths of a foot (45.55') to a point of tangent; thence (10) south thirty-three degrees five minutes (33°5') west a distance of nine hundred feet and ninety-one one-hundredths of a foot (900.91') to a point of curve; thence (11) southwestwardly curving toward the left with a radius of five hundred feet (500') a distance of sixty-eight feet and forty-four one-hundredths of a foot (68.44') to a point of reverse curve; thence (12) southwestwardly curving toward the right with a radius of five hundred feet (500') a distance of sixty-eight feet and forty-four one-hundredths of a foot (68.44') to a point of tangent; thence (13) south thirty-three degrees five minutes (33°5') west a distance of seven hundred and twenty-eight feet and eighty-three one-hundredths of a foot (728.83') to

a point of curve, thence (14) southwestwardly curving toward the left with a radius of two hundred and forty-six feet and ninety one-hundredths of a foot (246.90') a distance of one hundred and fifty-two feet and thirty one-hundredths of a foot (152.30') to a point in the southeasterly side line of Avenue R southwest of Port Street.

All of which is shown, marked and delineated on a map or plan filed with the City Clerk of the City of Newark, dated April 6, 1918, numbered 17245 K.

Section 2. Permission is further granted to said Company to operate cars over said tracks by electricity supplied to electric motors on the cars from overhead wires by what is known as the overhead trolley system and to erect the necessary wires therefor, and for the purpose of supporting said wires to erect and maintain one hundred and two (102) poles in the locations indicated by the numbered yellow dots on maps numbered 17280 L and 17245 K above referred to.

Section 3. The tracks composing said street railway are to cross the tracks of the Central Railroad of New Jersey at their intersection with Hamburg Place on an overhead viaduct approximately one thousand feet (1000') long, extending approximately five hundred feet (500') either way from the center line between outside tracks of said Central Railroad of New Jersey, to be a minimum clearance over said tracks twenty-two feet (22') said viaduct to be a maximum of twenty-six feet (26') center to center of trusses where over the tracks of the Central Railroad of New Jersey, and to be a maximum of nineteen feet six inches (19'6") center to center of outside stringers on the approaches on each side of the railroad, and to be constructed along and above the surface of said Hamburg Place; and permission is hereby granted to construct and maintain the same

with the supports necessary or convenient therefor.

Section 4. The said tracks on Avenue R are to be constructed over and across the tracks of the Lehigh Valley and Pennsylvania Railroads where the same intersects said Avenue R, on the viaduct carrying said Avenue R over said tracks; and permission for the use for such purpose of said viaduct and bridge is hereby granted.

Section 5. From the southerly end of the viaduct or bridge carrying Avenue R across the tracks of the Lehigh Valley and Pennsylvania Railroads the tracks hereby authorized to be constructed are to be carried over Port Street on a viaduct or trestle to be erected within the lines of Avenue R by Submarine Boat Corporation and permission is hereby granted Public Service Railway Company to construct, operate and maintain its tracks on said viaduct for the period hereby authorized.

Section 6. The street railway hereby authorized shall constitute a separate fare zone and the fare within such separate fare zone shall be five cents per passenger either way; it being understood, however, that in case the regular five-cent fare charged at the time of applying for this ordinance for a single passage on the street railway of the Public Service Railway Company in Newark shall be increased by lawful authority, the fare within the separate fare zone herein provided for shall likewise be increased; provided, however, that nothing herein contained shall be construed to prevent the Board of Public Utility Commissioners of this State, after the termination of operation of said street railway under the agreement between the United States Shipping Board Emergency Fleet Corporation and Public Service Railway Company, dated March 7th, 1918, from exercising its authority to fix just and reasonable rates to be charged and collected thereon either by increasing or reducing the then ex-

isting rate, and provided, further, that the Board of Public Utility Commissioners of this State, after the termination of the operation of said street railway under the aforementioned agreement between the United States Shipping Board Emergency Fleet Corporation and Public Service Railway Company, shall exercise the same authority to fix just and reasonable rates to be charged and collected, and the same power to regulate the operation of the railway hereby authorized, as exercised by said Board of Public Utility Commissioners over public utilities of a similar character, and if, because of the contract between the United States Shipping Board Emergency Fleet Corporation and Public Service Railway Company, dated March 7th, 1918, or because a rate of fare is fixed by this ordinance, it should be held that said Board of Public Utility Commissioners after the termination of operation under said contract has no power to change the rate of fare fixed by this ordinance or regulate the operation of the said railway as herein set forth, then in that event said Board of Public Utility Commissioners be requested to act as arbitrators between the public, or the city of Newark, and Public Service Railway Company and exercise the authority herein above referred to.

Section 7. Public Service Railway Company shall replace the pavement on Hamburg Place disturbed by the construction of its said tracks and the viaduct provided for therein and shall restore said Hamburg Place to as good condition as the same now is, and if said Hamburg Place is hereafter paved, shall maintain so much of the pavement thereof as lies between its tracks and for eighteen inches (18") outside the same, provided that said Public Service Railway Company shall not be obligated to maintain any asphaltic or other monolithic pavement.

Section 8. The gross earnings of Public Service Railway Company, its

successors and assigns, received by said Company from passenger traffic on the tracks laid in pursuance of this ordinance shall be subject to the provisions for the payment of five per cent. thereof to the City of Newark contained in the seventh paragraph or subdivision of section eighteen of a certain ordinance passed by the Board of Street and Water Commissioners of the City of Newark entitled:

"An ordinance to authorize and empower the 'Consolidated Traction Company,' a corporation incorporated under the laws of the State of New Jersey, to locate, construct, operate and maintain street railways and appurtenances over and through certain streets, avenues and highways in the City of Newark," passed June 29, 1893, and passed over the Mayor's veto July 13, 1893;

and also subject to the provisions declaring that the phrase "Gross earnings" shall be understood to mean and does mean "Gross receipts," contained in the sixth section of an ordinance entitled:

"An ordinance to supplement and amend an ordinance entitled 'An ordinance to authorize and empower the "Consolidated Traction Company," a corporation incorporated under the laws of the State of New Jersey, to locate, construct, operate and maintain street railways and appurtenances over and through certain streets, avenues and highways in the city of Newark,'" passed May 31, 1895, and approved by the Mayor June 8, 1895.

Section 9. The method of propelling cars of said company on the tracks to be laid under the permission granted by this ordinance shall be subject to the seventh and eighth paragraphs or subdivisions of section four of the ordinance entitled:

"An ordinance granting consent of the Board of Street and Water Commissioners of the City of Newark to the Newark and South Or-

ange Railway Company to use electricity as the propelling power of its cars," passed December 15, 1892, and approved by the Mayor December 28, 1892.

Section 10. The tee rails composing said tracks are to be laid on each side of and equally distant from the center lines above described and are to be of a gauge of four (4) feet eight and one-half (8½) inches.

Section 11. The period for which the said permission is granted is fifty (50) years from the date of the approval of this ordinance.

Section 12. The cost of advertising in connection with this ordinance shall be paid by the said Public Service Railway Company.

Section 13. All ordinances and parts of ordinances inconsistent with the provisions of this ordinance, to the extent of such inconsistency, shall not apply to the street railway to be constructed according to this ordinance, and this ordinance shall take effect immediately, but shall not become operative unless accepted by Public Service Railway Company by filing with the Clerk of the Board of Commissioners of the City of Newark a formal acceptance thereof in writing, executed by the duly authorized officers of said Public Service Railway Company, within thirty (30) days after notice of the approval of this ordinance.

Commissioner Archibald moved that the further consideration of the application of Public Service Railway Company for permission to construct, operate and maintain a double track electric street railway in Hamburg Place from a point east of Avenue L to a point south of Doremus Avenue and in Avenue R from a point south of Doremus Avenue to a point south of Port Street, and the hearing thereon be and the same are hereby adjourned to the second day of May, 1918, at 11:30 o'clock a. m., at the meeting room of the Board of Commissioners of the City of Newark, in the City Hall, Newark, New Jersey.

The roll being called, the motion was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Commissioner Archibald offered the following ordinance, which was read by the clerk:

AN ORDINANCE granting permission and consent to Public Service Railway Company to locate, construct, operate and maintain an extension to its street railway system in the City of Newark, in the County of Essex and State of New Jersey.

WHEREAS, in the judgment of the Board of Commissioners of the City of Newark, public interest and convenience require an extension of street railway tracks from the tracks of Public Service Railway Company now constructed and being operated in Chestnut Street northwest of Elm Road through Chestnut Street, across Elm Road into Gotthardt Street and eastwardly through Gotthardt Street to Hamburg Place and there connecting with existing tracks owned and operated by said Public Service Railway Company in Hamburg Place; and,

WHEREAS, said extension is not more than one-half (½ mi.) mile in length, now therefore,

BE IT ORDAINED BY THE BOARD OF COMMISSIONERS OF THE CITY OF NEWARK:

Section 1. That consent and permission be and the same are hereby granted Public Service Railway Company, its successors or assigns to locate, construct, operate and maintain the following extension to its street railway system, being a double track extension from tracks now constructed and being operated in Chestnut Street northwest of Elm Road southeastwardly through Chestnut Street and across Elm Road to Gotthardt Street and eastwardly through Gotthardt Street to Hamburg Place and there connecting with existing

tracks in said last mentioned street. The center lines of the tracks composing such double track extension are particularly described as follows:

(A) Is the northerly track of said extension, the center line of which begins at a point in the center line of the northeasterly track in Chestnut Street, distant one hundred and fifty-one and eighty-one one hundredths (151.81') feet northwestwardly from the point of intersection of said center line produced with the center line of Gotthardt Street produced, extending thence as follows: (1) south fifty-eight (58) degrees, thirty-four (34) minutes east a distance of one hundred and four and sixty-three one hundredths (104.63) feet to a point of curve; thence (2) southeastwardly curving toward the left with a radius of one hundred and two and thirty-five one hundredths (102.35) feet a distance of eleven and ninety-one one hundredths (11.91) feet to a point of compound curve; thence (3) still curving toward the left with a radius of seventy-seven and thirty-five one hundredths (77.35) feet, a distance of fifty-two and seventy-nine one hundredths (52.79) feet, to a point of compound curve; thence (4) still curving toward the left with a radius of one hundred and two and thirty-five one hundredths (102.35) feet, a distance of eleven and ninety-one one hundredths (11.91) feet to a point of tangent in Gotthardt Street; thence (5) north sixty-nine (69) degrees east a distance of seven hundred and seventy-eight and two one hundredths (778.02) feet to a point of curve; thence (6) northeastwardly curving toward the left with a radius of five hundred (500) feet a distance of seventy-eight and four tenths (78.4) feet to a point of tangent; thence (7) north sixty (60) degrees, three (3) minutes, thirty (30) seconds east a distance of eight hundred and seventeen and thirty-two one hundredths (817.32) feet to a point of curve; thence (8) north-

eastwardly curving toward the right with a radius of one hundred and two and thirty-five one hundredths (102.35) feet a distance of eleven and ninety-six one hundredths (11.96) feet to a point of compound curve; thence (9) still curving toward the right with a radius of forty-two and thirty-five one hundredths (42.35) feet a distance of fifty-six and eighty-nine one hundredths (56.89) feet to a point of compound curve; thence (10) still curving toward the right with a radius of one hundred and two and thirty-five one hundredths (102.35) feet a distance of eleven and ninety-six one hundredths (11.96) feet to a point in the center line of the northeasterly track in Hamburg Place opposite Kossuth Street and there connecting therewith.

(B) Is the southerly track of said extension, the center line of which begins at a point in the center line of the southwesterly track in Chestnut Street, distant one hundred and forty-four and fifty-five one hundredths (144.55) feet northwestwardly from the point of intersection of said center line produced with the center line of Gotthardt Street produced, extending thence as follows: (1) south fifty-eight (58) degrees, thirty-four (34) minutes east a distance of eighty-one and eleven one hundredths (81.11) feet to a point of curve; thence (2) southeastwardly curving toward the right with a radius of two hundred and two and thirty-five one hundredths (202.35) feet a distance of seventeen and forty-three one hundredths (17.43) feet to a point of reverse curve; thence (3) southeastwardly curving toward the left with a radius of two hundred and two and thirty-five one hundredths (202.35) feet, a distance of seventeen and forty-three one hundredths (17.43) feet to a point of compound curve; thence (4) still curving toward the left with a radius of one hundred and two and thirty-five one hundredths (102.35) feet, a distance of eleven and ninety-

one one hundredths (11.91) feet to a point of compound curve; thence (5) still curving toward the left with a radius of sixty-two and thirty-five one hundredths (62.35) feet a distance of forty-two and fifty-five one hundredths (42.55) feet to a point of compound curve; thence (6) still curving toward the left with a radius of one hundred and two and thirty-five one hundredths (102.35) feet, a distance of eleven and ninety-one one hundredths (11.91) feet to a point of compound curve; thence (7) still curving toward the left with a radius of two hundred and two and thirty-five one hundredths (202.35) feet, a distance of seventeen and forty-three one hundredths (17.43) feet to a point of reverse curve; thence (8) southeastwardly curving toward the right with a radius of two hundred and two and thirty-five one hundredths (202.35) feet, a distance of seventeen and forty-three one hundredths (17.43) feet to a point of tangent in Gotthard Street; thence (9) north sixty-nine (69) degrees east a distance of seven hundred and fifty-four and seventy-five one hundredths (754.75) feet to a point of curve; thence (10) northeastwardly curving toward the left with a radius of five hundred (500) feet a distance of seventy-eight and four tenths (78.4) feet to a point of tangent; thence (11) north sixty (60) degrees, three (3) minutes, thirty (30) seconds east a distance of eight hundred and eight and thirty-three one hundredths (808.33) feet to a point of curve; thence (12) northeastwardly curving toward the right with a radius of one hundred and two and thirty-five one hundredths (102.35) feet a distance of eleven and ninety-six one hundredths (11.96) feet to a point of compound curve; thence (13) still curving toward the right with a radius of forty-two and thirty-five one hundredths (42.35) feet a distance of fifty-six and eighty-nine one hundredths (56.89) feet to a point of compound curve; thence (14) still curving to-

ward the right with a radius of one hundred and two and thirty-five one hundredths (102.35) feet a distance of eleven and ninety-six one hundredths (11.96) feet to a point in the center line of the southwesternly track in Hamburg Place opposite Kossuth Street and there connecting therewith.

(C) Is a crossover connecting the tracks above described as (A) and (B), the center line of which begins at a point in the center line of the track above described as (A) distant six hundred and fifty-two and eighty-eight one hundredths (652.88) feet northwestwardly from the point of beginning of the seventh course thereof, extending thence as follows: (1) northeastwardly curving toward the right with a radius of one hundred and two and thirty-five one hundredths (102.35) feet a distance of twenty-four and forty-four hundredths (24.44) feet to a point of tangent; thence (2) north seventy-three (73) degrees, forty-four (44) minutes and thirty (30) seconds east a distance of sixteen and forty-eight one hundredths (16.48) feet to a point of curve; thence (3) northeastwardly curving toward the left with a radius of one hundred and two and thirty-five one hundredths (102.35) feet a distance of twenty-four and forty-four one hundredths (24.44) feet to a point in the center line of the track above described as (B) distant seven hundred and eight and thirty-three one hundredths (708.33) feet northeastwardly from the point of beginning of the eleventh course thereof and there connecting therewith.

All of which is shown, marked and delineated on a map or plan filed with the City Clerk of the City of Newark, dated April 6th, 1918, numbered 17244-K.

Section 2. Permission is further granted to said Company to operate cars over said tracks by electricity supplied to electric motors on the cars from overhead wires by

what is known as the overhead trolley system and to erect the necessary wires therefor, and for the purpose of supporting said wires to erect and maintain forty-one (41) poles in the locations indicated by the numbered yellow dots on map numbered 17244-K above referred to.

Section 3. The portions of the streets and avenues disturbed in the construction of said tracks shall be restored to condition satisfactory to the Board of Commissioners of the City of Newark, with Newark specification granite block paving on concrete foundation between the tracks, the rails of the tracks and for eighteen (18) inches outside the outside rails of the tracks and the remainder with the same material as that with which said streets are now paved.

Section 4. The gross earnings of Public Service Railway Company, its successors and assigns, received by said Company from passenger traffic on the tracks laid in pursuance of this ordinance shall be subject to the provisions for the payment of five per cent. thereof to the City of Newark contained in the seventh paragraph or subdivision of section eighteen of a certain ordinance passed by the Board of Street and Water Commissioners of the City of Newark entitled:

"An ordinance to authorize and empower the 'Consolidated Traction Company,' a corporation incorporated under the laws of the State of New Jersey, to locate, construct, operate and maintain street railways and appurtenances over and through certain streets, avenues and highways in the City of Newark," passed June 29, 1893, and passed over the Mayor's veto July 13, 1893;

and subject to the provisions declaring that the phrase "Gross earnings" shall be understood to mean and does mean "Gross receipts" contained in the sixth section of an ordinance entitled:

"An ordinance to supplement and amend an ordinance entitled 'An ordinance to authorize and empower the 'Consolidated Traction Company,' a corporation incorporated under the laws of the State of New Jersey, to locate, construct, operate and maintain street railways and appurtenances over and through certain streets, avenues and highways in the City of Newark," passed May 31st, 1895, and approved by the Mayor June 8th, 1895.

Section 5. The method of propelling cars of said Company on the tracks to be laid under the permission granted by this ordinance shall be subject to the seventh and eighth paragraphs or subdivisions of section four of the ordinance entitled:

"An ordinance granting consent of the Board of Street and Water Commissioners of the City of Newark to the Newark and South Orange Railway Company to use electricity as the propelling power of its cars," passed December 15, 1892, and approved by the Mayor December 28, 1892.

Section 6. The rails composing such tracks are to be laid on each side of and equally distant from the center lines above described and are to be of a gauge of four (4) feet eight and one-half (8½) inches.

Section 7. The Company shall maintain and keep in repair the pavement of said streets between its tracks and eighteen inches outside thereof.

Section 8. Nothing in this ordinance shall be construed as a waiver by the city of any right that it may have under any existing ordinance or ordinances respecting street railways or the use of the public streets of the city of Newark by street railways.

Section 9. The cost of advertising in connection with this ordinance shall be paid by the said Public Service Railway Company.

Section 10. The period for which said permission is given is fifty (50)

years from the date of the approval of this ordinance.

Section 11. This ordinance shall take effect immediately, but shall not become operative unless accepted by said Public Service Railway Company, by the filing with the Clerk of the Board of Commissioners of the City of Newark of a formal acceptance thereof in writing, executed by the duly authorized officers of said Public Service Railway Company within thirty (30) days after notice of the approval of this ordinance.

Commissioner Archibald moved that the further consideration of the application of Public Service Railway Company for permission to construct, operate and maintain an extension to its street railway system from Chestnut Street, through Gotthardt Street to Hamburg Place, connecting existing tracks in Chestnut Street with existing tracks in Hamburg Place, and the hearing thereon be and the same are hereby adjourned to the second day of May, 1918, at 11:45 o'clock a. m., at the meeting room of the Board of Commissioners of the City of Newark in the City Hall, Newark, New Jersey.

The roll being called, the motion was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

At 11:45 a. m. Mayor Gillen declared the receipt of bids closed.

Six bids were received.

The following bids were opened and read after having been approved by City Counsel Congleton as to form:

WHEELER POINT ROAD PAVING WITH OLD GRANITE BLOCKS.

M. Irving Demarest, \$11,960.25.
Newark Paving Company, \$16,159.25.

Alexander J. Milmoe, \$12,115.75.

ANNUAL CITY FLAGGING CONTRACT FOR 1918 WITH PRIVATE LEASE OF RENEWAL FOR 1919 AND 1920.

Newark Blue Stone Company, \$14,492.50.

Charles Carracino, \$13,740.

Michael J. Sheridan, \$13,075.

Commissioner Monahan moved that the bids be referred to the Department of Streets and Public Improvements for tabulation.

The roll being called, the motion was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

The following communication was received and read:

Department of Street and Public Improvements,
Office of Chief Engineer,
City Hall.

Newark, N. J., April 25th, 1918.
Honorable Thomas L. Raymond, Director, Department of Streets and Public Improvements, Newark, N. J.

Dear Sir:—

Reporting on the advisability and practicability of the early paving of Passaic Avenue, I would advise that I have taken up the question of the location of the sewer contemplated to be built by the Passaic Valley Sewer Commission with the Engineering Department of said Commission, and find that it will be practicable to lay such sewer under the sidewalk on Passaic Avenue for that portion of Passaic Avenue easterly from Richard Street without additional cost for such construction work. If, however, it is attempted to lay the sewer under the sidewalk on the portion of Passaic Avenue westerly from Richard Street, the line of the sewer comes so close to the foundations of heavy warehouses and since the sewer gradually gets deeper, this location would entail an additional cost of approximately \$25,000, to underpin the buildings or necessitate

the construction of most of the sewer work in tunnel.

If Passaic Avenue were paved from Richard Street easterly to the Lincoln Highway and Richard Street were paved to Fleming Avenue, this would separate the traffic now using Lincoln Highway and materially relieve that portion of Ferry Street from the junction of Fleming Avenue to Lincoln Highway, and I would recommend that this portion of Passaic Avenue and Richard Street be paved at once.

Yours very truly,
M. R. Sherrerd,
Chief Engineer.

Department of Streets and Public Improvements.

Commissioner Brennan moved that the communication be filed and that the Chief Engineer be instructed to prepare a notice of intention for paving of Passaic Avenue from Richard Street easterly to the Lincoln Highway and Richard Street to Fleming Avenue.

The roll being called, the motion was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Commissioner Archibald offered the following resolutions:

RESOLVED, that the sum of Two hundred and seven thousand, eight hundred and thirteen dollars and fourteen (\$207,813.14) cents be and the same is hereby appropriated to the persons named, as per certified list attached, being the gross amount of bills contracted and chargeable to the Department of Streets and Public Improvements as follows:

Divers bills, Bureau of

Water \$207,813.14

A. Archibald,
William J. Brennan,
Charles P. Gillen,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

RESOLVED, that the sum of Twenty-seven thousand, five hundred and fifty-five dollars and sixty-one (\$27,555.61) cents be and the same is hereby appropriated to the persons named, as per certified list attached, being the gross amount of bills contracted and chargeable to the Department of Streets and Public Improvements as follows:

City Treasurer, weekly payrolls ending April 20, 1918 \$27,555.61
A. Archibald,
William J. Brennan,
Charles P. Gillen,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

RESOLVED, that the sum of One million and thirty-five thousand, two hundred and sixty-five dollars and forty-five cents (\$1,035,265.45) be and the same is hereby appropriated to persons named on annexed certified list, being the bills and claims of the Department of Revenue and Finance as follows:

Sinking Fund and Interest \$1,035,265.45
A. Archibald,
John F. Monahan,
Charles P. Gillen,
William J. Brennan.

The roll being called, the resolution was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

RESOLVED, that the sum of One thousand one hundred and three dollars and eighty-three cents (\$1,103.83) be and the same is hereby appropriated to the City Treasurer as per annexed certified list, being the weekly payroll of the Department of Parks and Public Property for week ending April 20, 1918, as follows:

Shade Tree \$1,103 83
 A. Archibald,
 William J. Brennan,
 Charles P. Gillen,
 John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

RESOLVED, that the sum of Two thousand and thirty-two dollars and thirty-three cents (\$2,032.33) be and the same is hereby appropriated to persons named on annexed certified list, being the bills and claims of the Department of Revenue and Finance as follows:

Collecting Taxes	\$1,480.00
City Sundries	327.33
City Clerk	225.00
	<hr/>
	\$2,032.33

A. Archibald,
 William J. Brennan,
 Charles P. Gillen,
 John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

RESOLVED, that the sum of Three hundred and forty-nine dollars and ten cents (\$349.10) be and the same is hereby appropriated to persons named on annexed certified list, being the bills and claims of the Department of Public Safety as follows:

Police Department	\$349.10
	<hr/>
	A. Archibald, Charles P. Gillen, John F. Monahan, William J. Brennan.

The roll being called, the resolution was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Commissioner Monahan offered the following resolution:

RESOLVED, that we hereby authorize the appointment of a tem-

porary typewriter and stenographer in the Department of Parks and Public Property, Shade Tree Division, for a period of three months at a salary of Eighteen Dollars (\$18.00) per week. This employee to be taken from the eligible list of the Civil Service Commission.

John F. Monahan,
 A. Archibald,
 William J. Brennan,
 Charles P. Gillen.

The roll being called, the resolution was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Commissioner Archibald offered the following resolutions:

BE IT RESOLVED, by the Commissioners of the City of Newark, that the division and apportionment of certain liens for Taxes and Assessments made by the Comptroller of the City of Newark, upon application of New York and New Jersey Development Co., Fordham Realty Co., as set forth in the foregoing report and statement of the said Comptroller is hereby adopted and confirmed.

A. Archibald,
 William J. Brennan,
 Charles P. Gillen,
 John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

RESOLVED, that the contract between the City of Newark and Rice-Macrae Motor Truck Company, a corporation, dated April 25, 1918, at the sum of \$1,555, for the purchase of one D-E Worm Drive Model A Chassis for the use of the Department of Streets and Public Improvements of the City of Newark, be and the same is hereby approved and the Director of the Department of Streets and Public Improvements and the City Clerk of said City are hereby authorized to execute said

contract, on behalf of the City, on the adoption of this resolution.

William J. Brennan,
A. Archibald,
Charles P. Gillen,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Commissioner Brennan offered the following resolutions:

RESOLVED, that the City of Newark enter into contract with Reo Motor Car Company, of New York, Incorporated, for the purchase of one Model F, Reo Chassis, to be mounted with purchaser's patrol and ambulance body, furnished complete with standard equipment and equipped also with 34x4½ U. S. Nobby Tread Tires with one extra U. S. Nobby Tread Tire and Tube mounted on the extra rim, the body now belonging to the First Precinct Patrol Wagon to be repaired and refinished, making a complete job of same, for the use of the Police Department of the Department of Public Safety of said City, at the price of \$1,545.20; it being understood that an allowance of \$300 is to be made to said City by said Reo Motor Car Company, of New York, Incorporated, for the White Chassis now in use by said Department and the Director of the Department of Public Safety and the City Clerk of said City are hereby authorized and directed to execute such contract on behalf of the City, on the adoption of this resolution.

William J. Brennan,
A. Archibald,
Charles P. Gillen,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

RESOLVED, that the City of Newark enter into contract with Reo Mo-

tor Car Company of New York, Incorporated, for the purchase of two Model R Reo Touring Cars, with standard equipment and equipped with 34x4 U. S. Nobby Tread Tire and Tube mounted on rim for each car, for the use of the Police Department of the Department of Public Safety of the City of Newark, at the price of \$2,519.90; it being understood that an allowance of \$475 is to be made to said City by said Reo Motor Car Company of New York, Incorporated, for the two Ford Touring Cars now in use by said Department; and the Director of the Department of Public Safety and the City Clerk of said City are hereby authorized and directed to execute such contract on behalf of the City, on the adoption of this resolution.

William J. Brennan,
Charles P. Gillen,
A. Archibald,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Commissioner Archibald offered the following resolutions:

RESOLVED, that the contract for the construction of a sewer in McClellan Street and Frelinghuysen Avenue be and the same is hereby awarded to Jacob Jacques, he being the lowest formal bidder, the total amount of his bid based on the estimated quantities being \$8,700.00.

Thomas L. Raymond,
William J. Brennan,
A. Archibald,
Charles P. Gillen,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

WHEREAS, the petition of E. I. Du Pont De Nemours & Co. for permission to construct a private sewer in Vanderpool Street between Ave-

nue B and Avenue C, having been duly considered and approved, and the granting of the same recommended by the Director of the Department of Streets and Public Improvements; therefore

RESOLVED, by the Board of Commissioners of the City of Newark, that permission is hereby granted on the part of "The City of Newark" to E. I. Du Pont De Nemours & Co., to construct an eight (8) inch pipe sewer to be used for house sewage only in Vanderpool Street between Avenue B and Avenue C;

PROVIDED, that the foregoing permission is granted upon the express understanding that said private sewer shall be constructed in compliance with Chapter 42 of the Revised Ordinances of the City of Newark, of 1902; and

PROVIDED FURTHER, that said work shall not be commenced until a bond, in the form approved by this Board for such cases, shall be drawn by the City Counsel, and executed by satisfactory persons, and filed with the City Clerk.

Thomas L. Raymond,
William J. Brennan,
A. Archibald,
Charles P. Gillen,

John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

WHEREAS, in accordance with the provisions of Chapter 232 of the State Laws of 1916, an estimate was submitted to the Board of Commissioners of the City of Newark by the Engineer of the Sewer Department showing the probable cost of constructing a sewer in Sherman Avenue from Peddie Street about 220 feet southerly for the use of the abutting property only, together with lateral connections to the curb lines of said street, to be \$750.00; said probable cost being based on the best

information obtainable as to the probable cost of such sewer.

AND WHEREAS, the Board of Commissioners signified its intention by a resolution to construct such a sewer in Sherman Avenue from Peddie Street about 220 feet southerly together with lateral connections to the curb lines, at a meeting of said Board held on January 3, 1918;

AND WHEREAS, a copy of such resolution together with a notice stating that objections to the making of said improvement would be heard by the Director of the Department of Streets and Public Improvements on January 9, 1918, at 10.30 a. m. was mailed or caused to be mailed by the said Engineer to the last known address of the last owner of record, as shown by the tax maps of such city, of the property abutting on the portion of the street or highway through which such sewer is proposed to be constructed.

AND WHEREAS, a copy of such resolution and notice was posted conspicuously in the City Hall at least five days prior to the introduction of this resolution, setting forth the final decision of said Board to cause the construction of said sewer;

AND WHEREAS, at least two weeks have elapsed since the passage of the first resolution to which this resolution refers;

THEREFORE BE IT RESOLVED, that this Board hereby signifies its final decision to construct a sewer in Sherman Avenue from Peddie Street about 220 feet southerly together with lateral connections to the curb lines, and the construction of such sewer to be done by day labor under the direct supervision of the Department of Streets and Public Improvements.

Thomas L. Raymond,
William J. Brennan,
A. Archibald,
Charles P. Gillen,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

WHEREAS, there was assessed against John Oehlschlager an assessment of \$13.18 for a house sewer connection on August 23d, 1912, to premises situate No. 107 Columbia Avenue;

AND WHEREAS, it appears that said assessment was levied against the said John Oehlschlager erroneously;

THEREFORE BE IT RESOLVED, by the Board of Commissioners of the City of Newark, that the sum of \$13.18 be refunded to the said John Oehlschlager and that the City Comptroller be and he is hereby authorized to prepare the necessary voucher for payment, said voucher to be passed by the said Board of Commissioners in the usual manner;

AND BE IT FURTHER RESOLVED, that the said assessment of \$13.18 be and remain a lien against premises known as No. 107 Columbia Avenue.

Thomas L. Raymond,
William J. Brennan,
A. Archibald,
Charles P. Gillen,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

RESOLVED, that Thomas A. Caffrey, whose name has been certified as eligible for appointment to the position of Clerk, be and he is hereby appointed to such position in the Bureau of General Service, Department of Streets and Public Improvements, at a compensation of \$936.00 per year, effective April 29th, 1918, and during the absence of the regular employee who has been called to the Colors.

Thomas L. Raymond,
William J. Brennan,
A. Archibald,
Charles P. Gillen,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

WHEREAS, on a private map known as the Smith and Alling Map, on file on pages 91 and 92, Book of Private Maps on file in the office of the Chief Engineer, Main Street from the southerly side of Berlin Street southerly 100 feet has been laid out as a public street;

AND WHEREAS, this portion of said Main Street was vacated by ordinance passed December 11, 1912, and approved by the Mayor on December 12, 1912;

AND WHEREAS, it appears that said portion of Main Street was re-dedicated as a public street by a deed from Albert G. Scherer and wife, dated June 26, 1917;

AND WHEREAS, the above described portion of Main Street has never been accepted or opened by the City of Newark;

AND WHEREAS, application has been made to this Board of Commissioners to release and extinguish the public right, if any, arising from such re-dedication;

AND WHEREAS, under the provisions of Article 22, Section 4, of an act of the Legislature of the State of New Jersey, entitled, "An Act Concerning Municipalities," approved March 27th, 1917, and the acts amendatory thereof and supplementary thereto, this Board is empowered, after public hearing, by ordinance, to release and extinguish the public right arising from such re-dedication;

AND WHEREAS, it appears to this Board of Commissioners that such portion of Main Street above described will not be a public benefit

and that the public interest will be better served by releasing said lands from such re-dedication;

THEREFORE BE IT RESOLVED, by the Board of Commissioners of the City of Newark, that an ordinance releasing and extinguishing the public interest arising from the re-dedication of said portion of Main Street from the southerly side of Berlin Street southerly 100 feet, be taken up for consideration at a meeting to be held on Thursday, May 9th, 1918, in the Board meeting room, second floor, City Hall, at 11 o'clock a. m., and that the Chief Engineer of the Department of Streets and Public Improvements is hereby directed to give notice by publication in one of the official newspapers for one day at least ten days before the said May 9th, 1918, of the intention of the Board so to do.

Thomas L. Raymond,
William J. Brennan,
A. Archibald,
Charles P. Gillen,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Upon motion, adopted on roll call, resolutions directing execution of contracts between the City and the following named contractors were adopted:

Atlas Contracting Company, construction of Dayton Street sewer.

Newark Paving Company, repaving Ferry Street.

Atlas Contracting Company, construction of Oraton Street sewer.

RESOLVED, that the sum of Fifty thousand (\$50,000) dollars be and the same is hereby appropriated to the Mount Pleasant Cemetery Company, being the purchase price for a tract of land lying east of the Mount Pleasant Cemetery between the Newark and Paterson Branch of the Erie Railroad and the Passaic

River and also for the opening of a street 40 feet in width across lands of the Cemetery just westerly of said railroad and parallel thereto. This resolution is drawn in accordance with the terms of a contract entered into between the said Cemetery Company and the City of Newark, dated February 8th, 1918. Said sum of Fifty thousand (\$50,000) dollars being appropriated from the "Purchase of land rear of Mt. Pleasant Cemetery for street opening" Account and payment of said sum is to be made to said Cemetery Company upon the delivery to the City of a satisfactory deed approved by the Law Department.

Thomas L. Raymond,
William J. Brennan,
A. Archibald,
Charles P. Gillen,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

BONDS.

The following Bonds were presented and approved:

Atlas Contracting Co. (Contract), Dayton St. Sewer, Globe Indemnity Co., N. Y.

Atlas Contracting Co. (Indemnity bond), Dayton St. Sewer, Globe Indemnity Co., N. Y.

Newark Paving Co. (Contract), repaving Ferry St., U. S. Fidelity & Guar. Co., Baltimore, Md.

Newark Paving Co. (Maintenance), repaving Ferry St., U. S. Fidelity & Guar. Co., Baltimore, Md.

Newark Paving Co. (Indemnity), repaving Ferry St., U. S. Fidelity & Guar. Co., Baltimore, Md.

Atlas Contracting Co. (Contract), Oraton St. Sewer, Globe Indemnity Co., N. Y.

Atlas Contracting Co. (Indemnity), Oraton St. Sewer, Globe Indemnity Co., N. Y.

RESOLVED, that the Chief Engineer of the Department of Streets

and Public Improvements be and he is hereby directed to advertise for sealed proposals for furnishing and delivering to the City Garage at No. 2 Vroom Alley, Newark, N. J., one fifty horse power motor generator set with controlling switch board, necessary switches, etc., the price bid to include setting the motor and generator on the foundation bolts.

Bids to be received at such regular public meeting of the Board of Commissioners of the City of Newark as the Chief Engineer shall in said advertisement designate, between the hours of 11:30 and 11:45 a. m.

Thomas L. Raymond,
William J. Brennan,
A. Archibald,
Charles P. Gillen,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

WHEREAS, the City of Newark has entered into contract with the Mt. Pleasant Cemetery Company, a corporation of the State of New Jersey, bearing date February 8, 1918, for the purchase of certain lands in the City of Newark and in said contract more particularly described, for the sum of fifty thousand (\$50,000) dollars;

THEREFORE BE IT RESOLVED, by the Board of Commissioners of the City of Newark, that a bond of the said City be issued under the authority of an act of the legislature of the State of New Jersey, entitled, "An Act to enable cities to purchase lands and rights in lands from cemetery companies, and to enter into contracts with respect thereto, and to enable cemetery companies to sell such lands and rights in lands to cities, and to enter into contract with respect thereto," approved March 23, 1917, in the amount of fifty thousand (\$50,000) dollars, par

value, negotiable in form, to run for a period of twenty years from the date thereof, with an option of the City of Newark to redeem the same, in whole or in part, in five, ten, fifteen or twenty years from its date; that said bond be dated and issued as of the first day of May, 1918, and shall bear interest at the rate of four and a quarter (4 1/4%) per centum per annum, payable semi-annually, and shall be signed by the Mayor of the City, attested by the City Clerk and countersigned by the Director of Revenue and Finance of said City, and it is hereby made mandatory upon such officers to sign the same as hereby directed;

And the Director of the Department of Revenue and Finance of said City is hereby authorized to negotiate and sell the said bonds, at public or private sale. If at public sale the Director of the Department of Revenue and Finance of the said City is directed to advertise the sale of the said bonds in one or more newspapers or in circulars to be issued by him, or both, and he shall in all cases require each bid made therefor to be accompanied by a certified check for not less than two and one-half (2 1/2%) per cent. of the amount bid, and he shall in all cases reserve the right to reject any or all bids and shall state in such advertisement that such bonds will not be sold for less than par and accrued interest; and

BE IT FURTHER RESOLVED, that the proceeds of any sale of such bonds shall be deposited in the City Treasury and the proceeds used in accordance with the provisions of the act hereinbefore quoted; and

BE IT FURTHER RESOLVED, that for the purpose of providing a fund to pay the interest on said bonds while outstanding and the principal, when due, there shall be raised annually by general taxation, as other taxes are raised and levied, a sum sufficient to pay the annual interest and also a sum for a sinking

fund sufficient to meet, pay and retire the same at maturity.

A. Archibald,
William J. Brennan,
Charles P. Gillen,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

RESOLVED, that it is the intention of the Board of Commissioners of the City of Newark, N. J., under and by virtue of the provisions of the Act entitled "An Act to Revise and Amend the Charter of the City of Newark," approved March 11th, 1857, and the Supplements thereto, and the laws of the State relating to such improvements, to order and cause the widening of Hamburg Place as follows:

Part 1. Extending the westerly line of Hamburg Place 46 feet westwardly, increasing the width of the street from 66 feet to 112 feet as follows: Beginning at the southerly right of way line of the Central Railroad of New Jersey; thence in a southeasterly direction about 600 feet to the westerly line of Day Street.

Part 2. By the addition of a triangular strip at the northeast corner of Doremus Avenue and Hamburg Place: Beginning at the intersection of the present northerly line of Doremus Avenue with the easterly line of Hamburg Place; thence northerly along the present easterly line of Hamburg Place about 76 feet to an angle in said easterly line of Hamburg Place; thence southerly along the southerly extension of the easterly line of Hamburg Place north of said angle, a distance of approximately 95 feet to the northerly line of Doremus Avenue; thence westerly along the northerly line of Doremus Avenue about 38 feet to the place of beginning.

Part 3. Widening of Hamburg Place by the addition of a triangular

strip at the southwest corner of Curry Street and Hamburg Place. Beginning at an angle point in the westerly line of Hamburg Place about 102 feet south of the intersection of the southerly line of Curry Street and the westerly line of Hamburg Place, the said portion of the westerly line of Hamburg Place constituting one side of the triangle; thence westerly along the southerly line of Curry Street about 33 feet to a point in said line where it intersects the northerly extension of the westerly line of Hamburg Place located south of the angle point previously referred to; thence south along the extension of the westerly line of Hamburg Place previously referred to about 72 feet to the place of beginning.

Part 4. Widening of Hamburg Place by the addition of a triangular strip at the northwest corner of Curry Street and Hamburg Place. The Curry Street side of the triangle will be about 13 feet, the present Hamburg Place side of the triangle will be about 25 feet; the third side of the triangle will be about 35 feet,

All four portions of Hamburg Place to be widened are shown on a map on file in the office of the Chief Engineer, known as No. 1188-O.

And the Chief Engineer of the Department of Streets and Public Improvements is hereby directed to give public notice in the authorized daily newspapers, printed and published in the City of Newark, of the intention of the Board of Commissioners to order and cause such improvement to be made, requesting such persons as may object thereto, to present their objections in writing at the office of the Director, Department of Streets and Public Improvements, on or before the expiration of five days from the date of the first publication of such notice.

William J. Brennan,
A. Archibald,
Charles P. Gillen,
John F. Monahan.

The roll being called, the resolu-

tion was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

WHEREAS, the City has entered into a contract with the Lehigh Valley Railroad and the Pennsylvania Railroad for the construction of a bridge on Avenue R over the Oak Island Yard of said Railroad Companies;

AND WHEREAS, in said contracts the City agrees to construct the approaches to said bridge and is now constructing the northerly approach of said bridge under a supplemental contract for the grading of Avenue R;

AND WHEREAS, the Pennsylvania Railroad, which is building the southerly portion of said bridge, has a contract with Henry Steers, Inc., for the said bridge and for general filling of the meadows and in connection with said contract has established an unloading dock and tracks for the delivery of fill on the south side of the railroad in the vicinity of Avenue R, which dock and tracks can be advantageously utilized for the making of the approach on the southerly end of the Avenue R bridge;

AND WHEREAS, it would entail additional expense and duplication of equipment for any other contractor to install such unloading dock and tracks which can be used both for the railroad work and for the making of the said approach on the southerly side of the Avenue R bridge;

AND WHEREAS, the work of making said approach can be materially expedited by having the same done by the Pennsylvania Railroad under its contract with Henry Steers, Inc.;

AND WHEREAS, said approach is part of the plan of elimination of grade crossings on Avenue R and the early completion of said work is urgently needed for transportation facilities to the Government construction work at Port Newark Terminal;

THEREFORE BE IT RESOLVED, that the Director of the Department of Streets and Public Improvements be and he is hereby authorized to enter into a contract with the Pennsylvania Railroad Company for the making of said approach on the southerly end of the Avenue R bridge, taking advantage of the terms and conditions of a contract which the Pennsylvania Railroad Company has with Henry Steers, Inc., and at the cost to the said Railroad Company for the making of said approach.

Charles P. Gillen,
William J. Brennan,
A. Archibald,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

RESOLVED, that the Comptroller be and he is hereby authorized to issue duplicate certificate No. 2805 on Block 811, Lot 13, known and designated as 816 Ridge Street, as the same has been either mislaid or lost, the proper Bond of Indemnity having been filed.

A. Archibald,
William J. Brennan,
Charles P. Gillen,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

RESOLVED, that the Comptroller be and he is hereby authorized and directed to proceed to collect the assessments for benefits conferred by the following street improvements, confirmed by the Circuit Court April 19, 1918:

East Peddie Street Paving.
Prince Street Repaving.
Vail Street Paving.

A. Archibald,
William J. Brennan,
Charles P. Gillen,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Newark, N. J., Auditor's Office,
City Hall, Newark, N. J.
To the Board of Commissioners of
the City of Newark, N. J.
Dear Sirs:

I respectfully submit the statements annexed (by items) of the amounts in gross as shown by the records in this office of the cost and expense of MEADOW BROOK OUTLET SEWER now completed, which statement is now ready to be referred to the Board of Commissioners of Assessments for Local Improvements, in order that assessments for benefits may be levied in accordance with law.

A. K. Brady,
Acting Auditor of Accounts.
Meadow Brook Outlet
Sewer\$15,164.50

RESOLVED, by the Board of Commissioners of the City of Newark, N. J., that the foregoing report and declaration of costs be and the same are hereby approved and referred to the Board of Commissioners of Assessments for Local Improvements to assess benefits pursuant to the direction and provisions of the statutes in such case made and provided.

A. Archibald,
William J. Brennan,
Charles P. Gillen,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

WHEREAS, a question has arisen as to the construction to be placed upon the descriptions in some of the deeds in chain of title to certain land described in a deed by the Comptroller of the City of Newark to Julia Stapff, dated July 13, 1891, and recorded in Book K 26 of Deeds

for Essex County, on page 139, etc, and in the chain of title to land conveyed to and now owned by the City of Newark adjoining said first mentioned land on the west, in which descriptions the tracts have been located by reference to the lines of streets as laid out on Map of the Commissioners to lay out streets, avenues and squares in the City of Newark;

AND WHEREAS, it is claimed that the reference to said streets and to said map may be a dedication of the following streets, namely, a portion of Avenue K from Hamburg Place southerly about 760 feet; a portion of New York Avenue from property line about 100 feet east of Stockton Street to a property line about 35 feet east of Avenue K (now being vacated);

An unnamed street (No. 1). Said street is located 200 feet west of the westerly line of Avenue K (now being vacated) and extends from Hamburg Place to the southerly line of New York Avenue (now being vacated).

An unnamed street (No. 2). Said street is located 200 feet north of the north line of New York Avenue (now being vacated) and extends from the easterly line of Avenue K (now being vacated) easterly 50 feet to a property line.

An unnamed street (No. 3). Said street is located 200 feet southerly from the southerly line of New York Avenue (now being vacated) and extends from a property line about 100 feet east of the easterly line of Stockton Street to a property line about 15 feet east of the easterly line of Avenue K (now being vacated).

All of the above five mentioned streets are shown on a map on file in the office of the Chief Engineer, known as No. 1182-V.

AND WHEREAS, the above described streets have never been accepted or opened by the City of Newark;

AND WHEREAS, application has been made to this Board of Commissioners to release and extinguish the public interest, if any, arising from such dedication;

AND WHEREAS, under the provisions of Article 22, Section 4, of an act of the Legislature of the State of New Jersey entitled "An Act Concerning Municipalities," approved March 27th, 1917, and the acts amendatory thereof and supplementary thereto, this Board is empowered, after public hearing, by ordinance, to release and extinguish the public interest arising from such dedication;

AND WHEREAS, it appears to this Board of Commissioners that said streets above described will not be a public benefit and that the public interest will be better served by releasing said lands from such dedication;

THEREFORE BE IT RESOLVED, by the Board of Commissioners of the City of Newark, that an ordinance releasing and extinguishing the public interest arising from the dedication of said portions of the above described streets, be taken up for consideration at a meeting to be held on Thursday, May 9th, 1918, in the Board meeting room, second floor, City Hall; at 11 o'clock a. m., and that the Chief Engineer of the Department of Streets and Public Improvements is hereby directed to give notice by publication in one of the official newspapers, for one day at least ten days before the said May 9th, 1918, of the intention of the Board so to do.

Thomas L. Raymond,
William J. Brennan,
A. Archibald,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Commissioner Archibald moved that "An Ordinance to regulate the

practice of midwifery in the City of Newark" be taken up on second reading.

The roll being called, the motion was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

The clerk then read the ordinance by sections.

Title declared open to amendment.

Section 1 declared open to amendment.

Section 2 declared open to amendment.

Section 3 declared open to amendment.

Section 4 declared open to amendment.

Section 5 declared open to amendment.

Section 6 declared open to amendment.

Section 7 declared open to amendment.

Section 8 declared open to amendment.

Section 9 declared open to amendment.

Section 10 declared open to amendment.

The ordinance was declared open to amendment in all its parts.

The ordinance having been read a second time, Commissioner Brennan moved that it be ordered to a third reading.

The roll being called, the motion was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Commissioner Brennan moved that the ordinance be duly advertised and taken up on third reading and final passage three weeks from today, May 16th, 1918.

The roll being called, the motion was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Commissioner Brennan moved that "An Ordinance regulating the busi-

ness of handling food or food stuffs, and of drink or beverages, and providing for the issuance of certificates to persons engaged therein," be laid over for one week from today, Thursday, May 2nd, 1918.

The roll being called, the motion was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Commissioner Archibald moved that the title of "An Ordinance to provide for the grading of Delancey Street from Avenue I to Avenue R, using the City refuse in part," be taken for its third reading.

The roll being called, the motion was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

The clerk then read the title of the ordinance as follows: "An Ordinance to provide for the grading of Delancey Street from Avenue I to Avenue R, using City refuse in part."

The ordinance having been read three times was then declared to be upon its third and final passage.

The roll being called, the ordinance was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Commissioner Archibald moved that the title of "A further supplement to an ordinance entitled 'An Ordinance to establish the names of certain streets in the City of Newark,'" be taken for its third reading.

The roll being called, the motion was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

The clerk then read the title of the ordinance as follows: A further supplement to an ordinance entitled "An Ordinance to establish the names of certain streets in the City of Newark."

The ordinance having been read

three times was then declared to be upon its third and final passage.

The roll being called, the ordinance was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Commissioner Archibald moved that the title "An Ordinance to amend section 635 of the Revised Ordinances of the City of Newark (Revision of 1913)" be taken for its third reading.

The roll being called, the motion was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

The clerk then read the title of the ordinance as follows:

"An Ordinance to amend section 635 of the Revised Ordinances of the City of Newark (Revision of 1913)."

The ordinance having been read three times was then declared to be upon its third and final passage.

The roll being called, the ordinance was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Commissioner Archibald moved that the title of "An Ordinance to amend Section 632 of the Revised Ordinances of the City of Newark (Revision of 1913)" be taken for its third reading.

The roll being called, the motion was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

The clerk then read the title of the ordinance as follows:

"An Ordinance to amend Section 632 of the Revised Ordinances of the City of Newark (Revision of 1913)."

The ordinance having been read three times was then declared to be upon its third and final passage.

The roll being called, the ordinance was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

OFFICERS' REPORTS.

The following report of City Officers was received and ordered filed:
Auditor of Accounts for March, 1918.

The following communication was received and read:

From John D. Prince, President of the Civil Service Commission, requesting that efficiency records of the various employees in the different departments be maintained.

Commissioner Archibald moved that the communication be filed and that each Director be requested to concur in the request of the Civil Service Commission.

The roll being called, the motion was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Commissioner Archibald offered the following resolutions:

RESOLVED, that the contract for furnishing to the Department of Streets and Public Improvements, Bureau of General Service, twenty (20) bottom dump wagons of approximately six cubic yards capacity, be and the same is hereby awarded to Millard G. Furman, he being the lowest formal bidder, the amount of his bid being \$313.70 for each wagon.

Charles P. Gillen,
William J. Brennan,
A. Archibald,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

RESOLVED, that the Chief Engineer be and he is hereby directed to advertise for sealed proposals for furnishing to the Bureau of General Service, Street Cleaning Division, Department of Streets and Public Improvements, approximately forty (40) gross of reed and twenty

(20) gross of bass street cleaning or push brooms. Bids to be received at such regular public meeting of the Board of Commissioners as the Chief Engineer shall in said advertisement designate between the hours of 11:30 and 11:45 a. m.

Charles P. Gillen,
William J. Brennan,
A. Archibald,
John F. Monahan.

The roll being called, the resolution was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Commissioner Archibald: I would like to call your attention to the embezzlement in the Tax Receiver's office. I wish to report this so that it will be recorded on the minutes. We are unable to tell just how much money is missing, and on advice of counsel I engaged Price, Waterhouse & Company to investigate the accounts. I would like to have your approval of my action. It will be some time before I can give you a detailed report.

Commissioner Monahan moved that the report of Commissioner Archibald be received and his recommendation concurred in.

The roll being called, the motion was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

Commissioner Archibald: I have received estimates from a number of auditing firms for a general audit of the city departments, and so far Price, Waterhouse & Company seems to be the lowest with an estimate of \$3,500. The next lowest estimate was \$5,500 for a general audit of the city accounts.

Commissioner Brennan moved to adjourn.

The roll being called, the motion was declared adopted by the following votes:

Yea—Commissioners Archibald, Brennan, Monahan, Mayor Gillen.

KEIM & SCHAEFER
PRINTERS
103 WASHINGTON ST.
NEWARK, N. J.
16